

CA20N  
DT  
-1997  
C58

 Ontario

Ministry of Transportation



3 1761 11891418 3

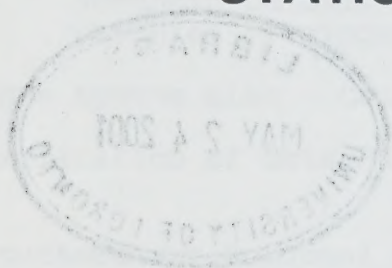
# *1995 COMMERCIAL VEHICLE SURVEY*

## *STATION SUMMARY REPORT*



# **PROVINCE OF ONTARIO 1995 COMMERCIAL VEHICLE SURVEY**

## **STATION SUMMARY REPORT**



Rob Tardif  
Ministry of Transportation

and

GFR Consulting

ISBN 0-7778-7201-3

© The Queen's Printer for Ontario, 1997.

Reproduced with permission.

Cette publication technique n'est disponible qu'en anglais

**December 1997**



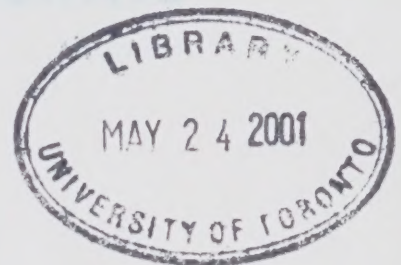
To all users of the: **1995 COMMERCIAL VEHICLE SURVEY: STATION SUMMARY  
REPORT**

Enquiries regarding the purchase and distribution of this manual should be directed to :

## RonenHouse

a division of Ronen Publishing House Inc.

Suite 910, 505 Consumers Road  
Toronto, Ontario M2J 4V8  
Phone: 416.502.1441  
800.856.2196  
Fax: 416.502.9410  
800.870.7239



Enquiries regarding amendments, suggestions or comments should be directed to :

Strategic Priorities and Assessment Office  
Transportation Systems Planning Branch  
Ministry of Transportation Ontario  
3rd Floor, West Tower  
1201 Wilson Avenue  
Toronto, Ontario  
M3M 1J8



## TABLE OF CONTENTS

Introduction .....	1
Background, Commercial Vehicle Survey (CVS) .....	2
MTO Region Definition Maps	
Southern Ontario .....	3
Northern Ontario .....	4
Zone System/Border Crossings and Station Location Maps	
Southern Ontario .....	5
Northern Ontario .....	6
Canadian Provinces and United States .....	7
Zone System List - County names, Provinces and States .	8
Explanation of Data Elements .....	9
 <b>Southwestern Regional Summary</b> .....	 20
Thamesford R1, Station 111 .....	24
Chatham R6, Station 109 .....	28
Tilsonburg R2, Station 158 .....	32
Fergus R9, Station 117 .....	36
New Hamburg R8, Station 142 .....	40
Dover Centre R7, Station 112 .....	44
Putnam North 311, Station 149 .....	48
Putnam South 312, Station 148 .....	52
Windsor North 321, Station 166 .....	56
Windsor South 322, Station 165 .....	60
Sarnia North 325, Station 151 .....	64
Sarnia South 326, Station 150 .....	68
Brantford East R11, Station 102 .....	72
Brantford West R11, Station 103 .....	76
 <b>Central Regional Summary</b> .....	 80
Morrison R10, Station 140 .....	84
Victoria 224, Station 161 .....	88
Woodbridge 212, Station 139 .....	92
King 213, Station 137 .....	96
Trafalgar 221, Station 131 .....	100
Trafalgar 222, Station 132 .....	104
Whitby 241, Station 162 .....	108
Bowmanville 242, Station 101 .....	112
Fort Erie 223, Station 118 .....	116
Oakville 225, Station 105 .....	120
Oakville 226, Station 104 .....	124
Fruitland 232, Station 119 .....	128
Winona 235, Station 167 .....	132

<b>Eastern Regional Summary</b> .....	136
Glen Tay 422, Station 122 .....	140
Glen Tay 422, Station 123 .....	144
Morton R12, Station 141 .....	148
Kemptville R16, Station 135 .....	152
Kemptville R16, Station 136 .....	156
Haley Station R14, Station 125 .....	160
Haley Station R14, Station 126 .....	164
Winchester R17, Station 163 .....	168
Winchester R17, Station 164 .....	172
Eldorado R13, Station 115 .....	176
Eldorado R13, Station 116 .....	180
Gananoque 411, Station 121 .....	184
Gananoque 412, Station 120 .....	188
Lancaster 413, Station 138 .....	192
Curry Hill 414, Station 100 .....	196
Casselman 424, Station 108 .....	200
 <b>Northern Regional Summary</b> .....	 204
Gravenhurst 514, Station 124 .....	208
Wasi 517, Station 106 .....	212
Wasi 517, Station 107 .....	216
Cochrane 521, Station 110 .....	220
Hearst 522, Station 127 .....	224
Hearst 522, Station 128 .....	228
New Liskeard 523, Station 144 .....	232
New Liskeard 523, Station 143 .....	236
North Bay 512, Station 147 .....	240
Northshore 531, Station 152 .....	244
Northshore 531, Station 153 .....	248
Kearns R20, Station 133 .....	252
Kearns R20, Station 134 .....	256
Timmins R19, Station 159 .....	260
Timmins R19, Station 160 .....	264
 <b>Northwestern Regional Summary</b> .....	 268
Thunder Bay South 611, Station 154 .....	272
Thunder Bay South 611, Station 155 .....	276
Red Rock 613, Station 145 .....	280
Red Rock 613, Station 146 .....	284
Dryden 621, Station 113 .....	288
Dryden 621, Station 114 .....	292
Heyden 631, Station 129 .....	296
Heyden 631, Station 130 .....	300
Thunder Bay North 610, Station 156 .....	304
Thunder Bay North 610, Station 157 .....	308
 <b>Appendix A - Commodity Standard Industrial Classification Code Aggregation System</b> .....	  312



## STATION SUMMARY REPORT

### INTRODUCTION

The Ministry of Transportation, Ontario (MTO) has conducted roadside surveys of intercity commercial vehicle activity since the 1970's. Surveys are conducted to obtain data on truck movements including characteristics on the driver, vehicle, carrier, commodity, and trip. Data is collected by a combination of observations and interviews of the driver. In addition, traffic classification counts are conducted at each site to determine the total traffic and provide detailed classification of commercial vehicle traffic on an hourly basis.

The objective of this report is to provide the reader with a wide profile of the trucking activity for an average 24 hour period at the MTO Regional and station specific levels. For general survey findings please refer to the 1995 Commercial Vehicle Survey, Final Report. Copies of the report can be ordered from Ronen House Publishing, by calling 1-800-856-2196.

This report provides MTO Regional and station specific summaries in tabular and graphical formats including:

- regional overview
- station name, number, highway, direction of travel and location
- hourly count data for all vehicles and truck classification
- hourly and daily commercial vehicle percentage of total traffic
- hourly composition of for-hire and private carriers
- hours surveyed by date, number of surveys obtained, sample size
- level of utilization by three hour groupings
- vehicle features by Canadian and USA vehicles
- on-board communication devices by Canadian and USA vehicles
- carrier type, private and for-hire
- trip origin and destination map, survey location and direction
- border crossing summary
- trip type composition
- trip distance, mean distance by trip type
- brake slack adjuster summary
- number of axles by vehicle configuration
- lift axle summary by vehicle configuration
- vehicle configuration summary
- body style by vehicle configuration
- vehicle base summary
- mean weights; gross vehicle, payload and specific commodities
- utilization levels by vehicle configuration
- commodity composition by trip type



## BACKGROUND

The 1995 Commercial Vehicle Survey (CVS) was conducted between May 1, 1995 and September 30, 1995, on the Ontario intercity highway network. In total, 31,860 surveys were conducted and count data collected representing 498 days, for an average of seven days of surveying and count data for each survey station. This CVS was conducted at 68 sites, primarily at truck inspection stations across Ontario. In the absence of truck inspection stations, surveys were conducted on highway shoulders or trucks were re-directed to off-highway sites to maximize safety.

The methodology utilized in the 1995 CVS was revised from previous surveys to improve timeliness, data consistency and statistical reliability of the survey information collected. The most significant change to the methodology was the use of hand-held computers to enter data into an electronic form on site. The computerized method aided in monitoring both surveyor efficiency and surveying targets. Data quality was improved with the built-in data bases and automatic edit checks performed during the interview.

Truck drivers to be interviewed were selected at random from the commercial motor vehicles which were required to enter the truck inspection site or temporary location. In addition, the empty vehicle lane was closed during survey periods to ensure that surveys included both empty and loaded vehicles at random.

Considerable effort was taken in the planning stages of the survey to minimize bias for; seasonality, survey location, direction and time of day. For example, when seven days of surveys were required, at random combinations of 12 hour shifts were scheduled for the first site visit. Later in the summer the crew returned to complete surveys for the opposite shifts, completing the minimal requirement of 24 hours and seven days with full week-day and week-end coverage.

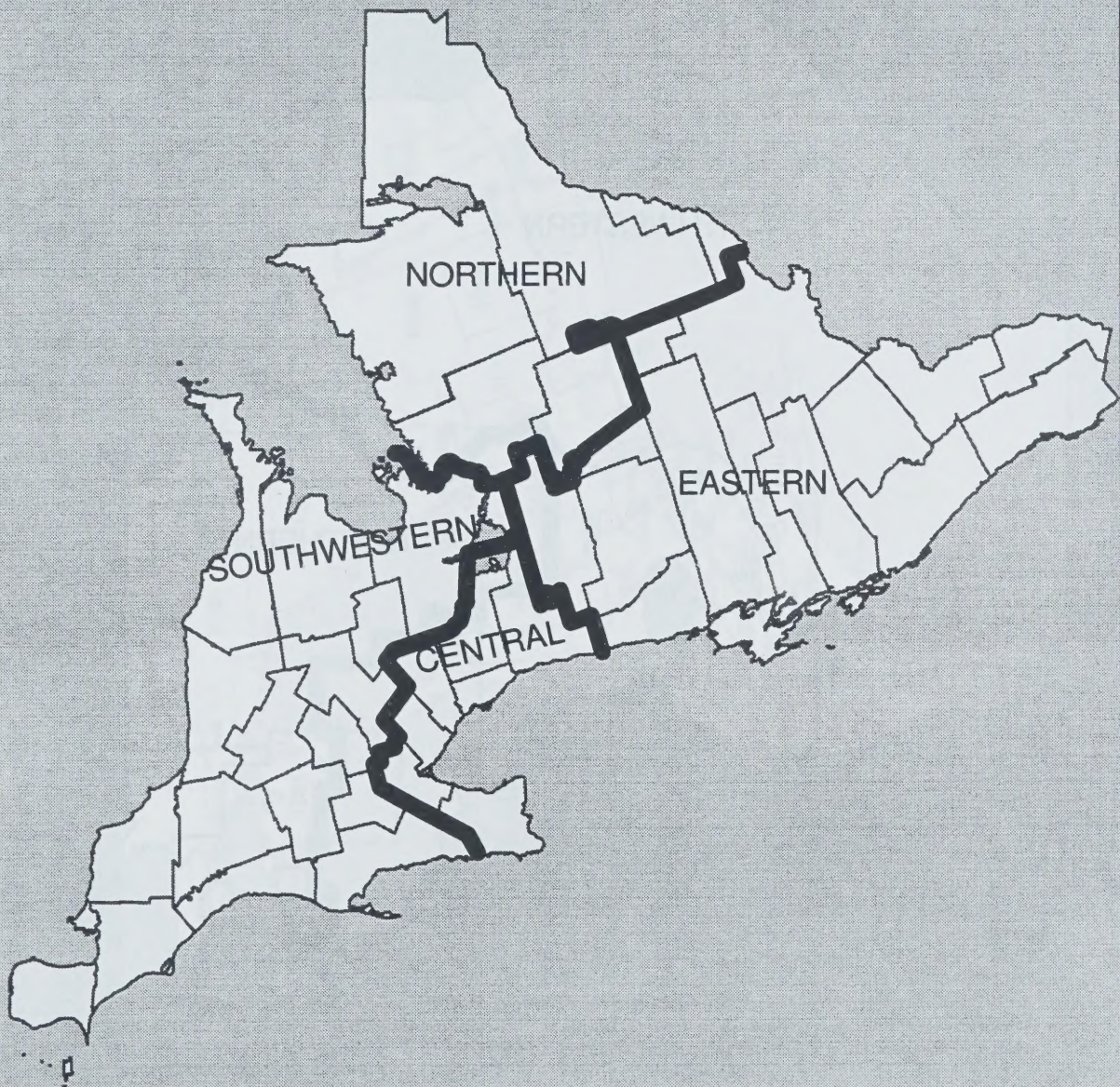
The questions asked in the survey are based on the requirements of the ministry offices with interests in data analysis. Core questions from pervious surveying remain in an effort to maximize time-series comparisons with previous surveys.

It is envisioned that the trucking information presented in this report will assist planners and administrators in achieving informed decisions.



# 1995 COMMERCIAL VEHICLE SURVEY

## MTO Regions





# 1995 COMMERCIAL VEHICLE SURVEY

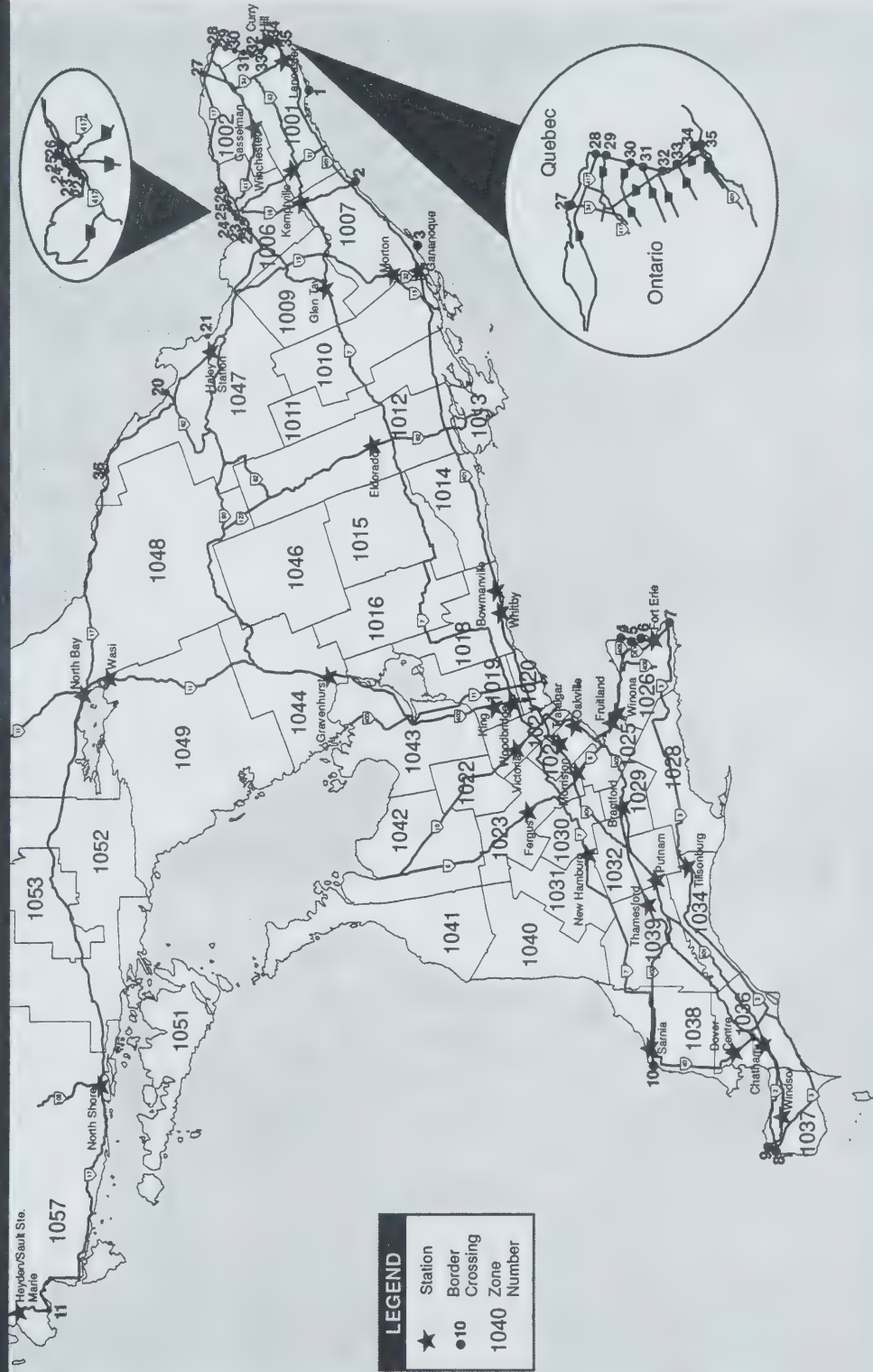
## MTO Regions





# Zone System, Border Crossings and Station Locations

## SOUTHERN ONTARIO



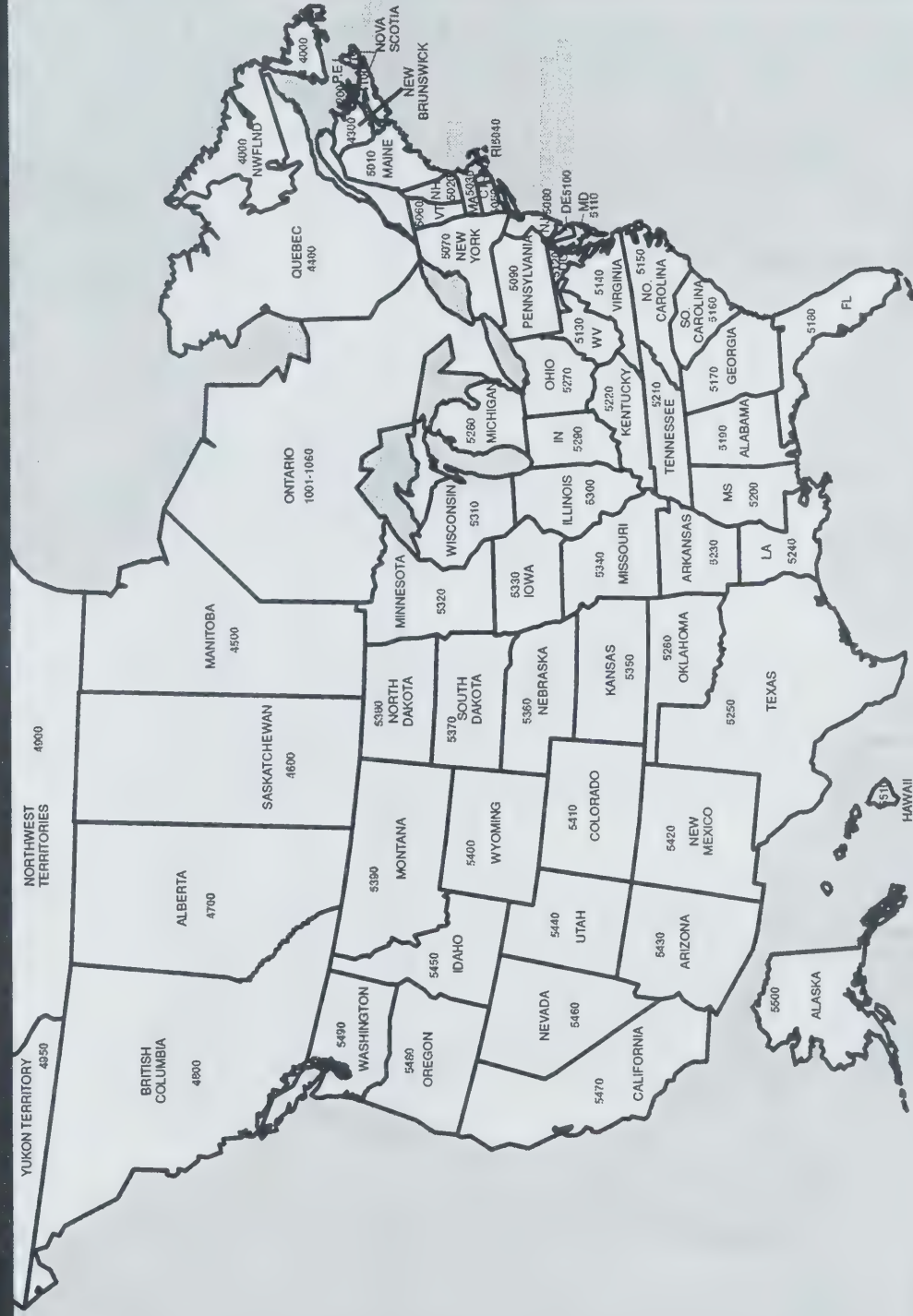
# Zone System, Border Crossings and Station Locations

## NORTHERN ONTARIO



# Zone System, Border Crossings and Station Locations

## CANADIAN PROVINCES AND UNITED STATES





# COMMERCIAL VEHICLE SURVEY ZONE SYSTEM

## ONTARIO COUNTIES

1001	Stormont, Dundas, Glengarry
1002	Prescott, Russell
1006	Ottawa-Carleton
1007	Leeds, Grenville
1009	Lanark
1010	Frontenac
1011	Lennox, Addington
1012	Hastings
1013	Prince Edward
1014	Northumberland
1015	Peterborough
1016	Victoria
1018	Durham
1019	York
1020	Metropolitan Toronto
1021	Peel
1022	Dufferin
1023	Wellington
1024	Halton
1025	Hamilton-Wentworth
1026	Niagara
1028	Haldimand-Norfolk
1029	Brant
1030	Waterloo
1031	Perth
1032	Oxford
1034	Elgin
1036	Kent
1037	Essex
1038	Lambton
1039	Middlesex
1040	Huron
1041	Bruce
1042	Grey
1043	Simcoe
1044	Muskoka
1046	Haliburton
1047	Renfrew
1048	Nipissing
1049	Parry Sound
1051	Manitoulin
1052	Sudbury District
1053	Sudbury Regional Municipality
1054	Timiskaming
1056	Cochrane
1057	Algoma
1058	Thunder Bay
1059	Rainy River
1060	Kenora

## PROVINCES

1001-1060	ONTARIO
4000	NF NEWFOUNDLAND
4100	NS NOVA SCOTIA
4200	PE PRINCE EDWARD ISLAND
4300	NB NEW BRUNSWICK
4400	PQ QUEBEC
4500	MB MANITOBA
4600	SK SASKATCHEWAN
4700	AB ALBERTA
4800	BC BRITISH COLUMBIA
4900	NT NWT
4950	YK YUKON

## AMERICAN STATES

5010	ME	MAINE
5020	NH	NEW HAMPSHIRE
5030	MA	MASSACHUSETTS
5040	RI	RHODE ISLAND
5050	CT	CONNECTICUT
5060	VT	VERMONT
5070	NY	NEW YORK
5080	NJ	NEW JERSEY
5090	PA	PENNSYLVANIA
5100	DE	DELAWARE
5110	MD	MARYLAND
5120	DC	DISTRICT OF COLUMBIA
5130	WV	WEST VIRGINIA
5140	VA	VIRGINIA
5150	NC	NORTH CAROLINA
5160	SC	SOUTH CAROLINA
5170	GA	GEORGIA
5180	FL	FLORIDA
5190	AL	ALABAMA
5200	MS	MISSISSIPPI
5210	TN	TENNESSEE
5220	KY	KENTUCKY
5230	AR	ARKANSAS
5240	LA	LOUISIANA
5250	TX	TEXAS
5260	OK	OKLAHOMA
5270	OH	OHIO
5280	MI	MICHIGAN
5290	IN	INDIANA
5300	IL	ILLINOIS
5310	WI	WISCONSIN
5320	MN	MINNESOTA
5330	IA	IOWA
5340	MO	MISSOURI
5350	KS	KANSAS
5360	NE	NEBRASKA
5370	SD	SOUTH DAKOTA
5380	ND	NORTH DAKOTA
5390	MT	MONTANA
5400	WY	WYOMING
5410	CO	COLORADO
5420	NM	NEW MEXICO
5430	AZ	ARIZONA
5440	UT	UTAH
5450	ID	IDAHO
5460	NV	NEVADA
5470	CA	CALIFORNIA
5480	OR	OREGON
5490	WA	WASHINGTON
5500	AK	ALASKA
5510	HI	HAWAII

## Explanation of Data Elements - 1995 Station Summary Report

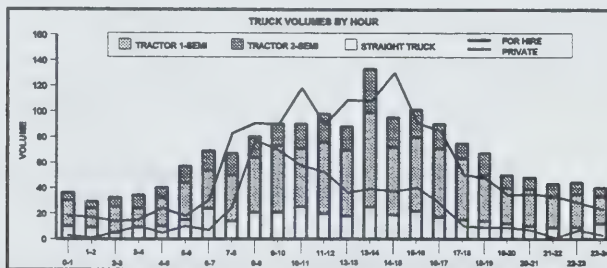
The report provides freight information summaries at two levels of geographical detail, at the MTO regional level (five) and a summary for each survey station (68) for a total of 73. Each summary consisting of four pages with the summaries sorted by region and the regional summary appearing first.

The survey station information presented in this report reflects the trucking activity passing each station on a daily basis. Thus, the activity and travel characteristics presented are not based solely on those surveys conducted at a particular station but rather use all surveys identified as contributing to the travel pattern.

Below is a brief explanation of the data elements presented in each specific chart for the 1995 Station Summary Report.

### Station Summary Report : Page 1

#### Truck Volumes By Hour



This graphic shows the following data elements;

- 1. Bar Graph:** The truck volume passing the specific station over a 24 hour day. The volume is shown for Tractor 1-Semi, Tractor 2-Semi and Straight Trucks. The total of the three bars equals the total truck volume for that hour interval. Generally, count data was obtained for seven days at each station, representing a data collection effort totalling 500 days. Manual classification accounted for 14% or 71 days of the count data with the remainder collected by permanent loops(35%) or temporary hose counters (50%).
- 2. Line Graph:** This shows the volume of trucks passing the station where the driver is a Private or For-Hire operator as communicated in the survey. In an effort to conserve space these two pieces of information are displayed in one graph. However, since the two methods of collection differ, some incompatibilities appear. Ideally, the sum of Private and For-Hire should equal the count total. This is not always the case, SINCE WE WORKING WITH ACTUAL NUMBERS A LOW RESPONSE RATE lower than total reflects a poor response and higher than truck count is attributable to expansion of surveys on an hourly basis tied to response rates.

HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	36.0	29.0	32.0	34.0	40.0	57	69.0	67.0	80.0	90.0	90	88.0	133.0	95.0	101.0	90	75.0	67.0	50.0	48.0	43.0	44.0	40.0		1,596
ALL VEHICLES	141.0	92.0	72.0	72.0	81.0	150	286.0	358.0	388.0	431.0	455.0	544	531.0	499.0	550.0	571.0	529	497.0	489.0	378.0	339.0	285.0	251.0	198.0	8,187
% COMMERCIAL	25.5	31.5	44.4	47.2	49.4	38	24.1	18.7	20.6	20.9	19.8	16	26.7	17.3	17.7	17	15.1	13.7	13.2	14.2	15.1	17.5	20.2		19.5

This table displays a summary of the actual volumes by hour for;

Commercial Traffic: As displayed by vehicle configuration in the graph above.

All Vehicles: The total traffic including Commercial and Non-Commercial traffic.

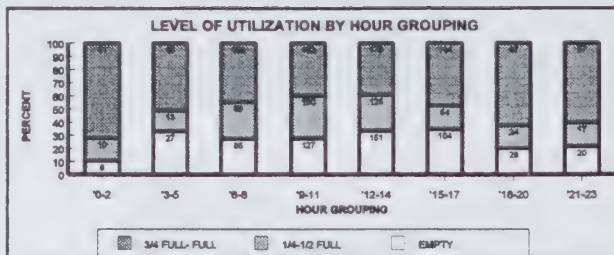
% Commercial: The percent Commercial traffic of All Vehicles. For example, the percent of traffic which is Commercial is 25.5% between Mid-night and 1:00 AM.

## Surveying Summary

SURVEYING SUMMARY			
	# HOURS	# SURVEYS	% SAMPLED
Jul 11-14	35	141	48.7%
Aug 9-10	18	91	42.7%
Aug 11-12	12	39	41.0%
Aug 13-14	10	37	22.6%
TOTALS	75	308	39.8%

This table summarizes the survey collection dates, hours of surveying and percent sampled. The percent sampled can exceed 100% due to the complex nature of the survey expansion process. Documentation on this process is available upon request. This table shows information related to survey collection, including the dates when surveys were collected, number of hours, number of surveys and the percent of trucks sampled. The percent of trucks sampled is calculated by dividing the number of surveys collected by the total trucks passing the station for the same hours.

## Level of Utilization



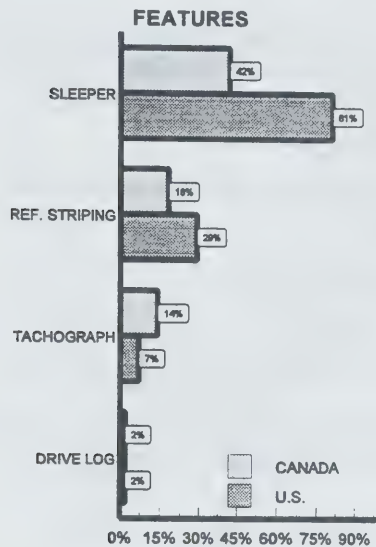
This graph shows the extent to which the cargo capacity in terms of space and weight has been maximized for this one-way trip. For simplicity, level of utilization is shown by three hour groupings and utilization levels have been aggregated. The number of trucks identified appears within the bar while the percentage this represents can be extracted from the left legend.

For example, this graph shows that between 3:00 AM and 5:59 AM, 42 trucks (approximately 50%) were 3/4 full to full.



## Features

This graph shows the percentage of trucks that have specific features.



**Sleeper:** Truck having an on-board sleeping compartment.

**Ref. Striping:** Truck having reflective striping usually located on the sides and rear of the trailer unit.

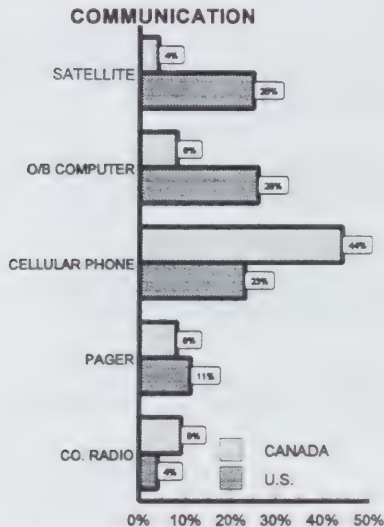
**Tachograph:** A mechanical recording device that automatically records the vehicle speed, engine speed and distance travelled.

**Drive Log:** Electronic Drive Log, a device which automatically records the hours of operation.

This graphs shows separate percentages for vehicles based in Canada and United States. This graph shows that 42% of trucks based in Canada (passing the specific station) have a Sleeper versus 81% of US based trucks.

## Communication

This graph shows the percentage of trucks that have specific communication devices.



**Satellite:** This device allows the home base to track the movement of the specific truck. The receiver is located on the roof of the vehicle.

**O/B Computer:** This is used to enter information of the day's activities.

**Cellular Phone:** Standard cellular phone.

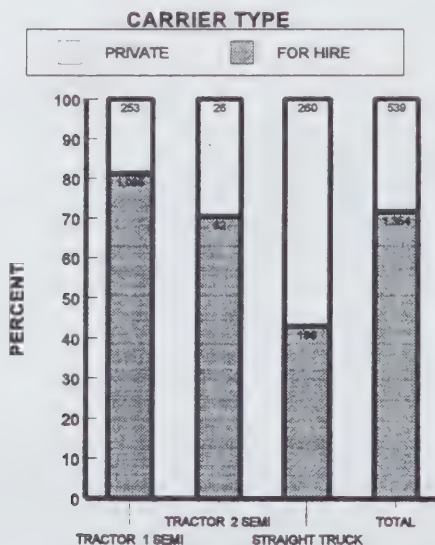
**Pager:** Standard pager

**CO. Radio** A two-way radio that operates on a private frequency dedicated to that company

This graphs shows separate percentages for vehicles based in Canada and United States. This graph shows that 44% of drivers with trucks based in Canada (passing the specific station) have a cellular phone versus 23% of US based trucks.

## Carrier Type

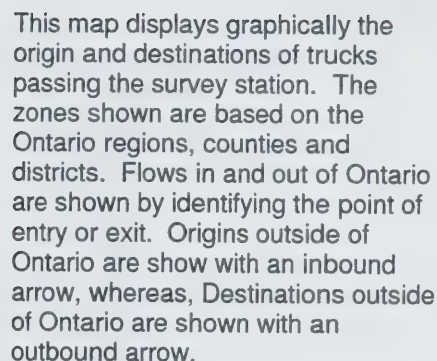
This graph displays whether the company the driver is working for is a Private or a For-Hire carrier. By definition, Private carriers are not in the business of transport but merely operate as a means to get their product to market. In contrast, For-Hire carriers are strictly operating to serve shippers needs.



**For-Hire:** For-Hire carriers haul someone else's goods for compensation.

**Private:** Private carriers haul their own goods.

The number of trucks and percentages are shown for , Tractor 1-Semi, Tractor 2-Semi and Straight Trucks. The total bar represents the combined values.



The numbers within each zone indicates the percentage of trucks having an origin (dark shade) or destination (light shade) relative to that particular zone. All zones with an origin or destination of at least 1.0 percent are shaded.

## Border Crossings

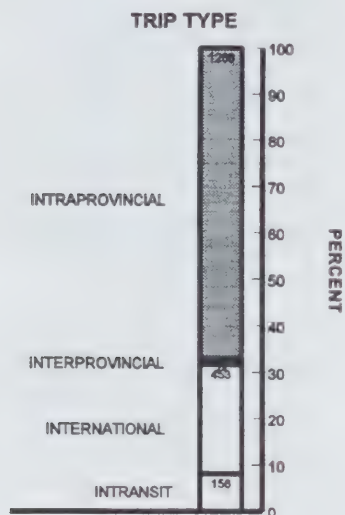
This table shows the combined percentage of trucks either entering or exiting Ontario at the provincial and international border crossing points indicated

This graph shows that 24.9% of trips passing this particular station, either entering or exiting Ontario, used the border crossings at Windsor/Sarnia. For simplicity, border crossings within a common area have been aggregated. However, the detail is available.



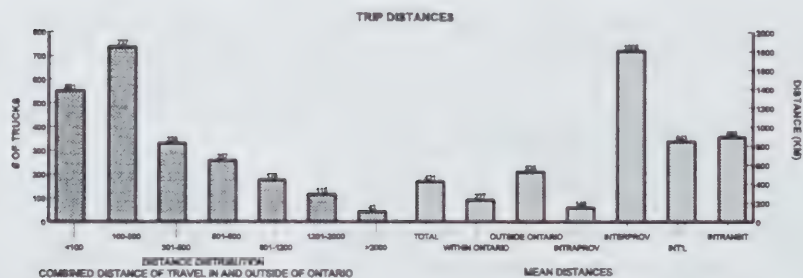
## Trip Type

This graph shows the trip type by origin/destination pair as both the number of trucks as well as the percentage.



- Intraprovincial:** A trip with both the origin and destination within Ontario.
- Interprovincial:** A trip having an origin-destination pair of either Ontario to another province or another province to Ontario.
- International:** A trip having an origin-destination pair of either Ontario to USA or USA to Ontario.
- Intransit:** A trip having neither an origin nor a destination in Ontario. This could be another province to another province or USA to USA or USA to another province or visa-versa.

## Trip Distances



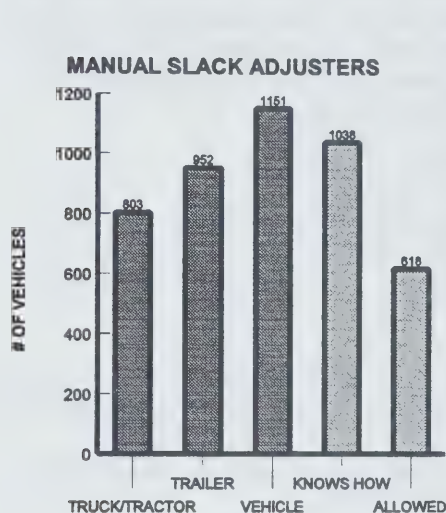
This graph shows two main data elements, distribution of total distance travelled (dark shading) and mean trip distance (light shading).

Mean trip distances are shown for; total Distance, distance travelled within Ontario, distance travelled outside of Ontario and distance by trip type.

For example, this graph shows that 737 trucks travelled a distance of 100-300 KM and that the overall mean trip distance is 421 KM.

### Manual Slack Adjusters

This graph shows the usage and driver awareness of manual slack adjusters. These reduce the tolerance between the brake lining and brake disk/drum. "Slack" needs to be adjusted based on wear.

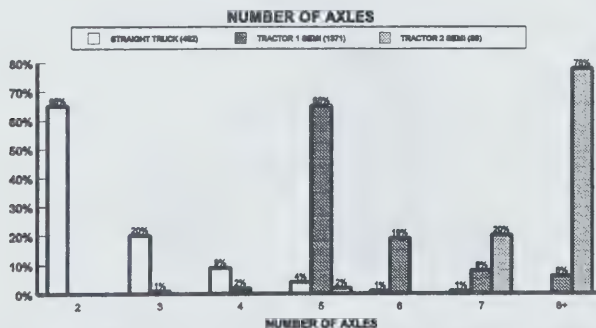


The first 3 bars show the number of trucks that have manual slack adjusters on the tractor, trailer and finally on either the tractor or trailer.

The final two bars show the number of drivers knowing how to adjust the slack and the number of drivers that the company allows the driver to adjust the slack. Both of these are based on trucks that have slack adjusters.

### Number of Axles

This graph shows the percentage of trucks having a specific number of axles. This data is shown for Straight Trucks, Tractor 1-Semi and Tractor 2-Semi.

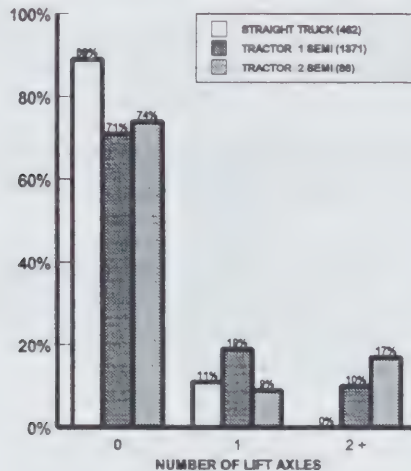


The legend contains the actual number of vehicles by configuration. This can be used in combination with the percentage to determine the actual number of vehicles having a specific number of axles. For example, 65% or 891 Tractor 1-Semi vehicles had 5 axles.



## Lift Axles

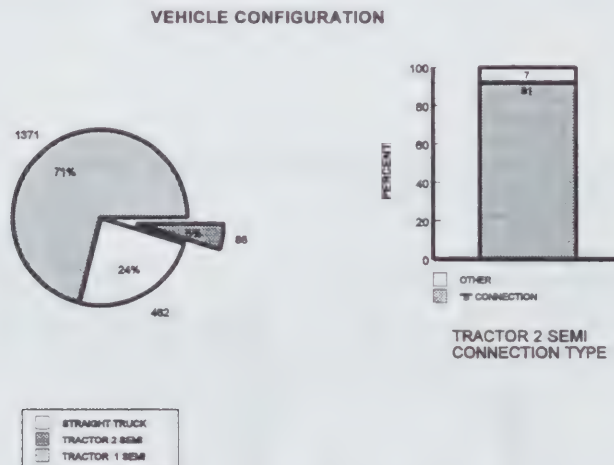
This graph shows the percentage of trucks having a specific number of axles raised during the survey period. This data is shown for Straight Trucks, Tractor 1-Semi and Tractor 2-Semi.



The legend contains the actual number of vehicles by configuration. This can be used in combination with the percentage to determine the actual number of vehicles having a specific number of axles. For example, 19% or 260 Tractor 1-Semi vehicles had 1 axle raised during the survey period.

## Vehicle Configuration

This graph shows the vehicle configuration of the vehicles passing the station.



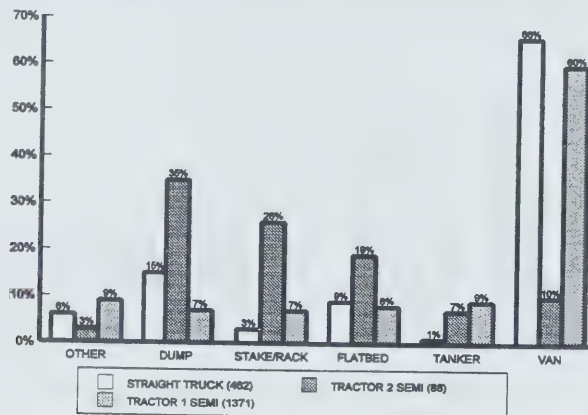
The pie graph shows the number and percentage of trucks that were Straight Trucks, Tractor 1-Semi and TRACTOR 2-Semi.

The bar graph shows the connection type of Tractor 2-Semi vehicles.

The most commonly used is the "B" connection. This is where the second trailer is attached to a fifth wheel that is permanently mounted on an extension of the rear of the frame of the lead trailer.

## Body Style

This graph shows the percentage of trucks having a specific body style. This data is shown for Straight Trucks, Tractor 1-Semi and Tractor 2-Semi. The five most common body styles for each particular station are displayed as well as an all other category.

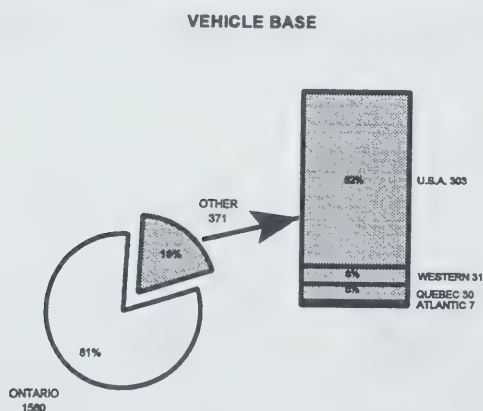


The legend contains the actual number of vehicles by configuration. This can be used in combination with the percentage to determine the actual number of vehicles having a specific body style.

For example, 60% or 822 Tractor 1-Semi vehicles were a Van body style.

## Vehicle Base

This graph shows the location where the vehicle is usually garaged or serviced, or the operating centre to which it is assigned. The data is expressed in both actual vehicles and percentage.



The pie graph splits the trucks based in Ontario versus all other location.

The bar graph shows the number and percent of the "other" locations split by;

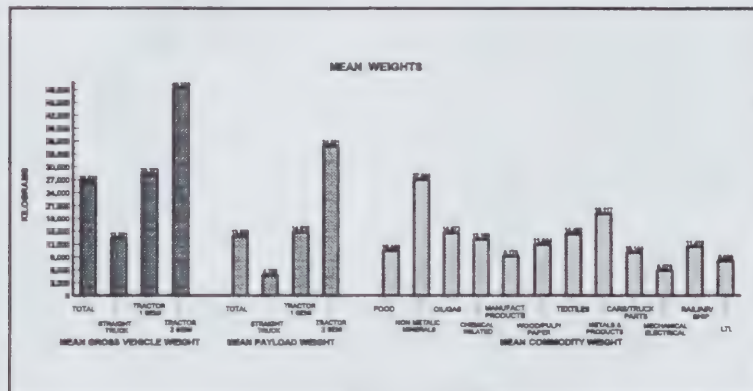
- Atlantic provinces
- Quebec
- Western provinces
- United States

For example, 19% of vehicles were not based in Ontario and 82% of these were from the United States.



## Mean Weights

This graph shows various mean weights associated with the vehicle. All means exclude zeros.



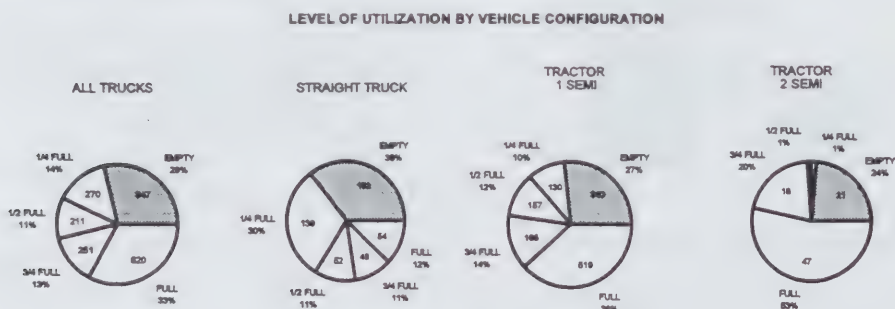
The first series of bars (dark shade) shows the total mean vehicle weight by specific vehicle configurations. This includes the actual vehicle weight and the commodity hauled (if any).

The second series of bars (medium shade) shows the mean payload (commodity) weight by specific vehicle configurations.

The final series of bars (light shade) shows the mean commodity weight of specific commodities.

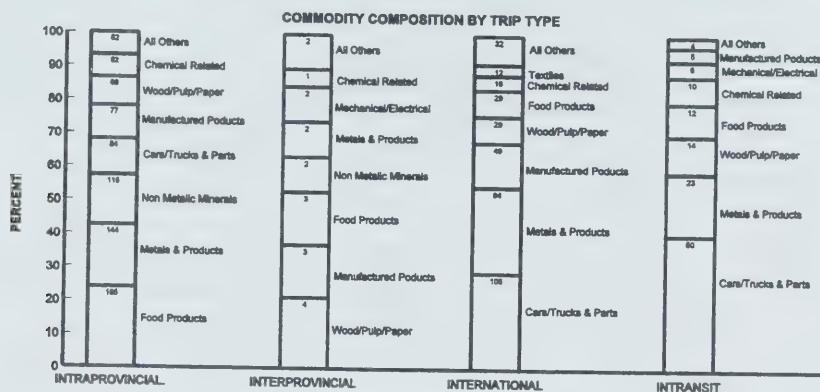
## Level of Utilization by Vehicle Configuration

This graph shows the level of utilization of the vehicle by specific vehicle configurations. A vehicle that is classified as full could be full by either weight or space.



## Commodity Composition by Trip Type

This graph shows the commodity composition of trucks passing the station by specific trip types. For each trip type the most common commodities are displayed along with an all other category. The data is shown as both a percentage and as the actual number of trucks.

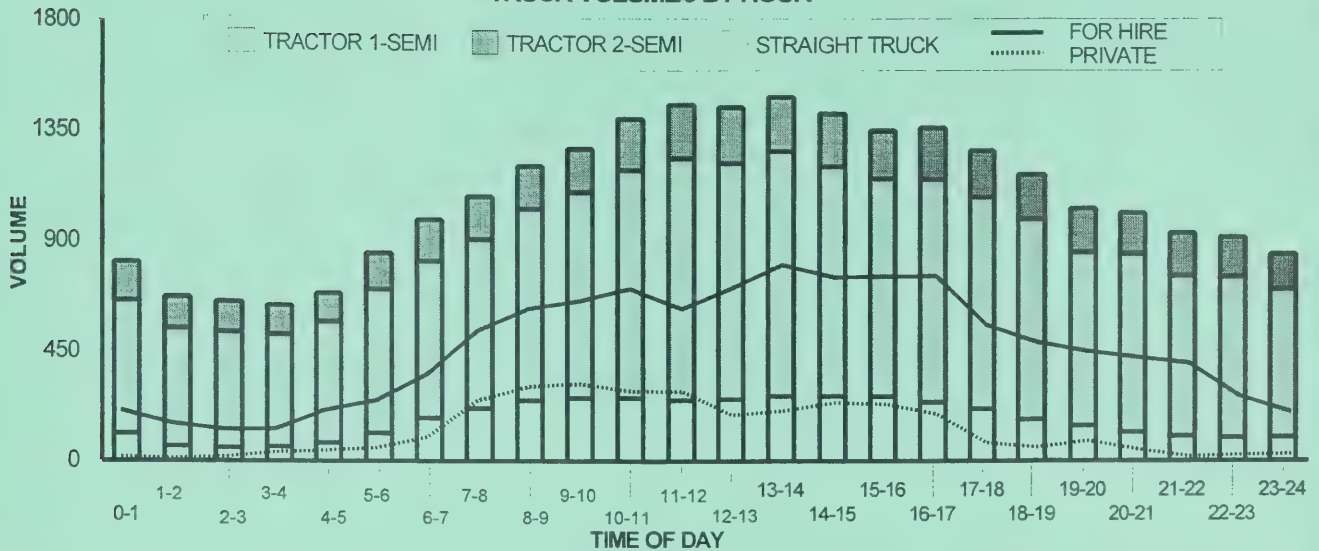






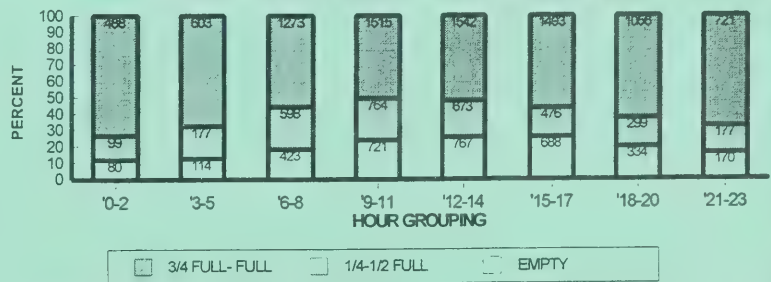
# SOUTHWESTERN REGION

## TRUCK VOLUMES BY HOUR

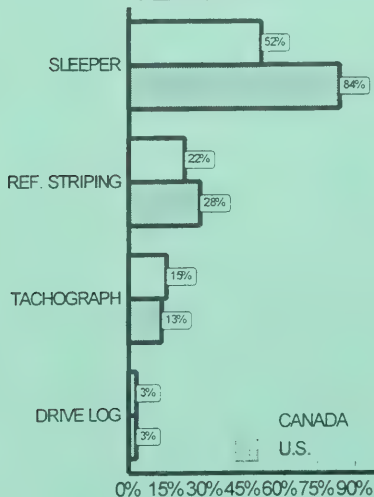


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	814	672	655	638	688	853	988	1085	1212	1284	1406	1465	1454	1496	1429	1358	1369	1275	1177	1038	1019	938	922	852	26084
ALL VEHICLES	1987	1645	1351	1092	1069	1653	3484	4967	5732	6196	6797	7260	7407	7150	7659	7927	8565	8668	7444	6214	5482	4905	4061	3104	121820
% COMMERCIAL	41.0	40.9	48.5	58.5	64.4	51.6	28.4	21.8	21.1	20.7	20.7	20.2	19.6	20.9	18.7	17.1	16.0	14.7	15.8	16.7	18.6	19.1	22.7	27.4	21.4

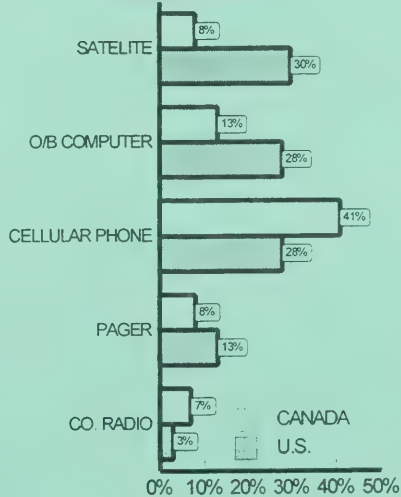
## LEVEL OF UTILIZATION BY HOUR GROUPING



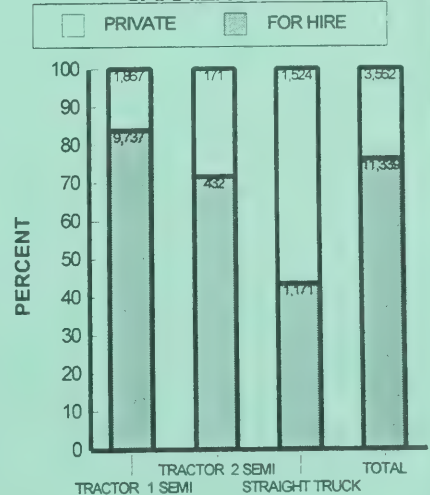
## FEATURES



## COMMUNICATION



## CARRIER TYPE

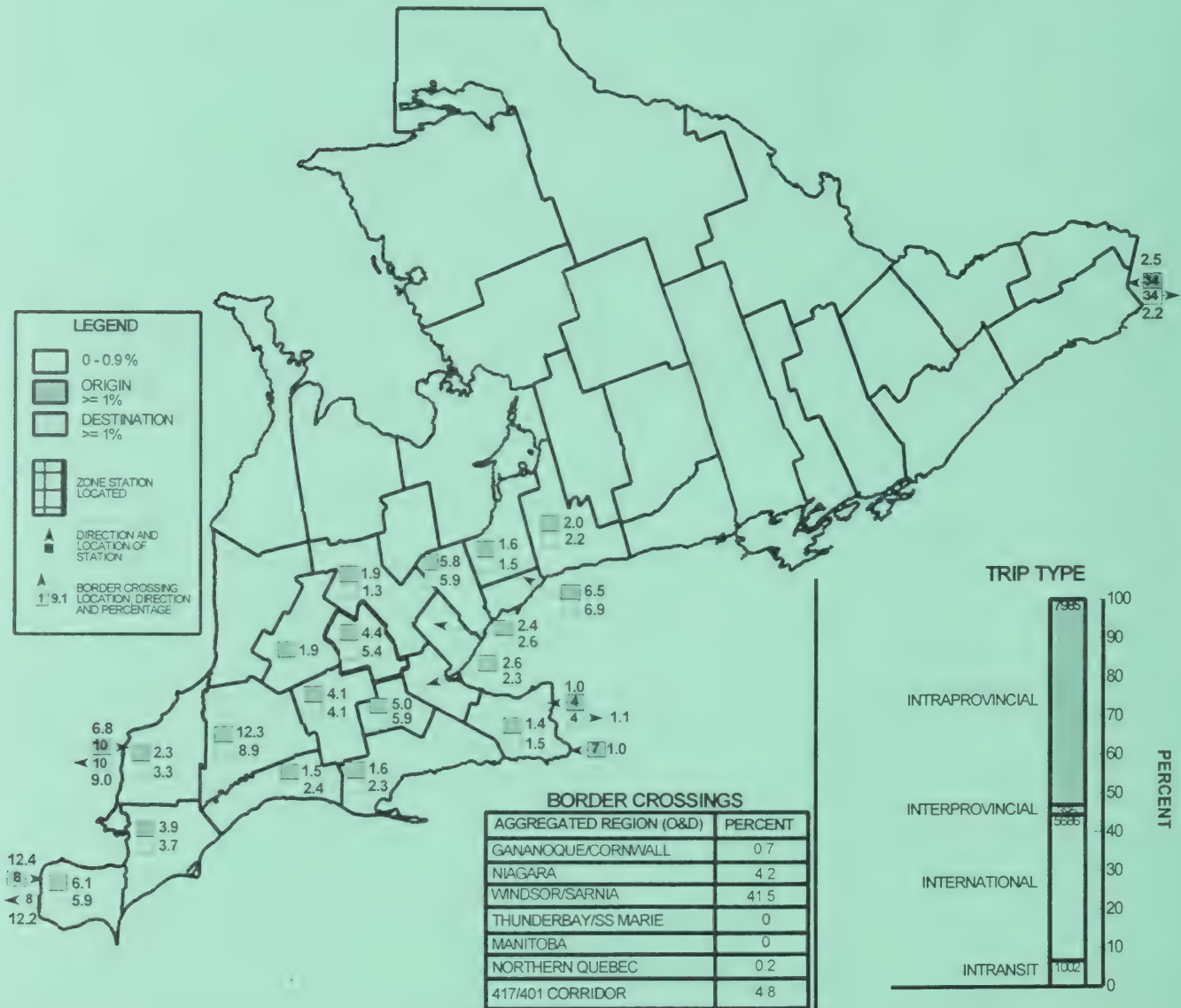


Values represent frequency or mean, unless identified as percent

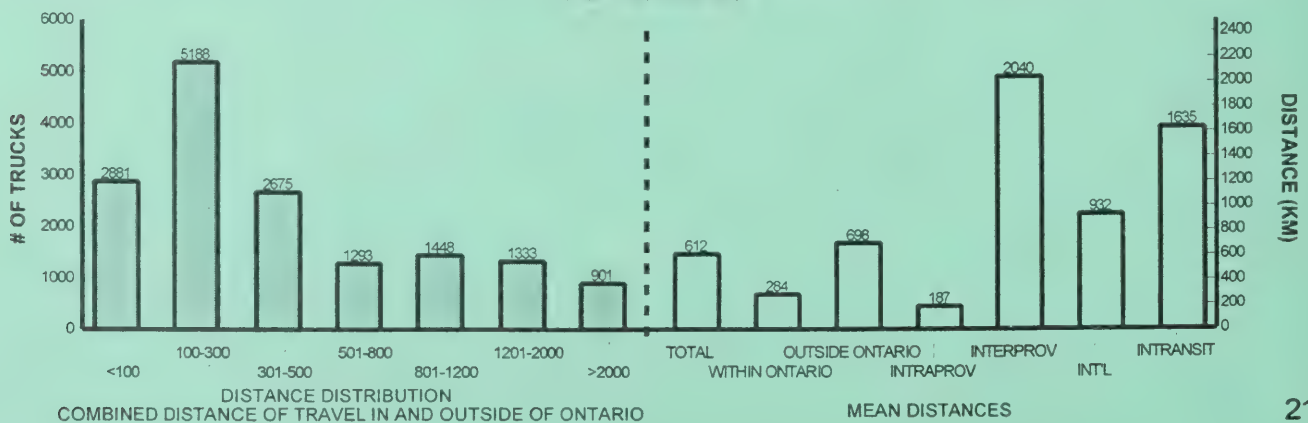


# SOUTHWESTERN REGION

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)

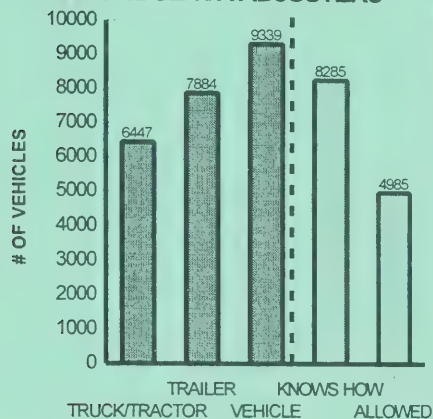


## TRIP DISTANCES

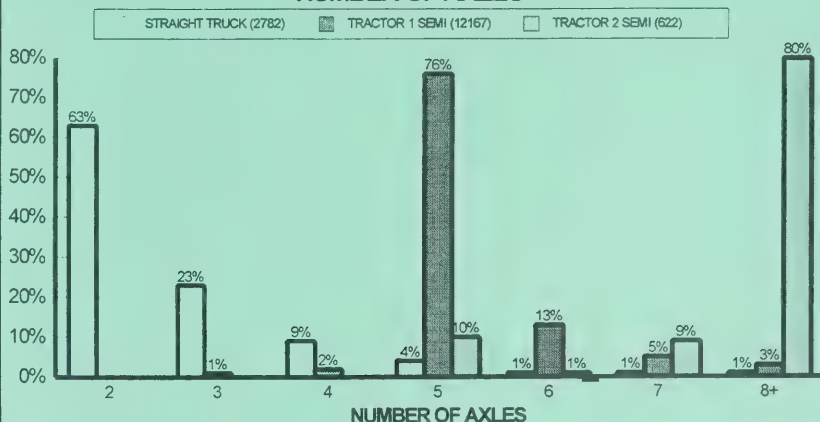


# SOUTHWESTERN REGION

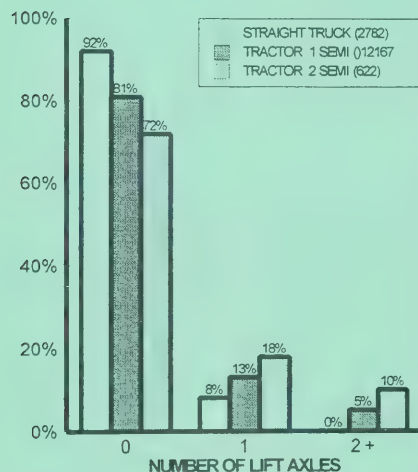
## MANUAL SLACK ADJUSTERS



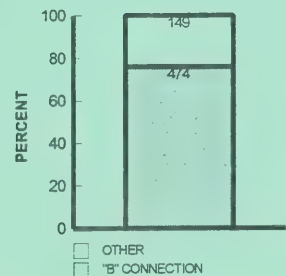
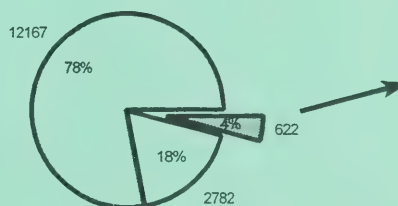
## NUMBER OF AXLES



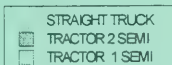
## LIFT AXLES



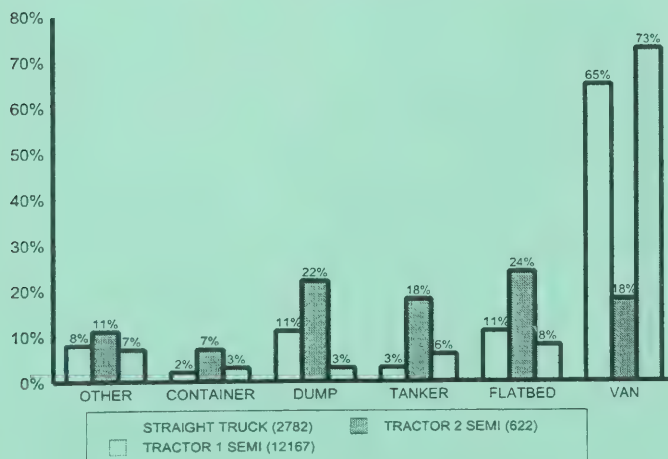
## VEHICLE CONFIGURATION



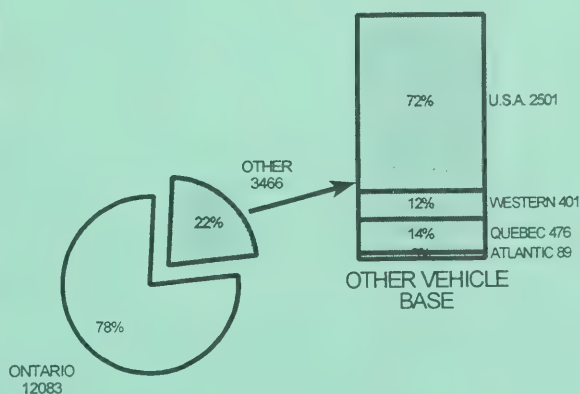
## TRACTOR 2 SEMI CONNECTION TYPE



## BODY STYLE



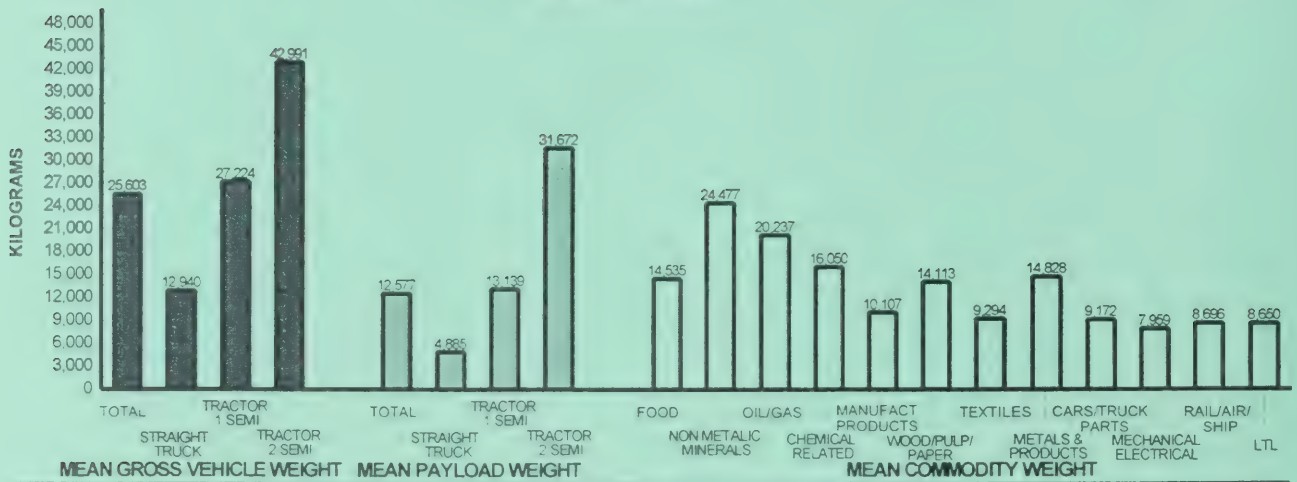
## VEHICLE BASE



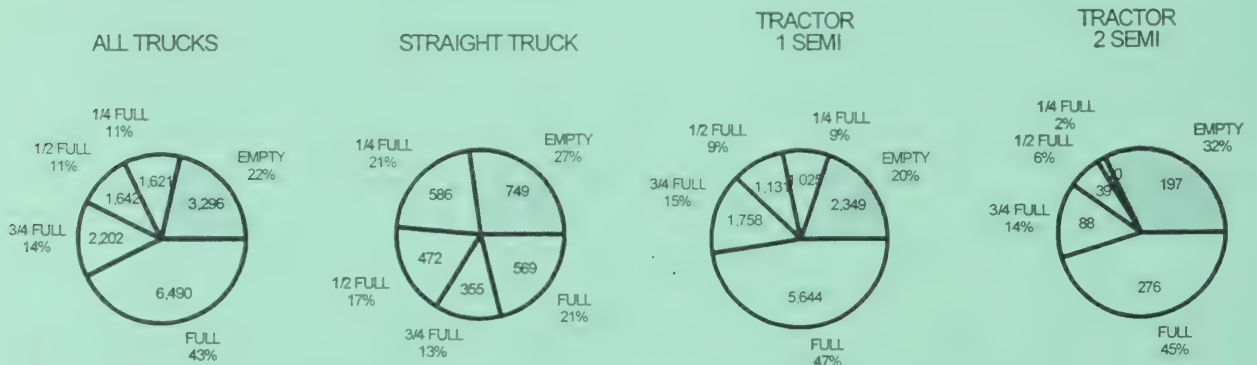


# SOUTHWESTERN REGION

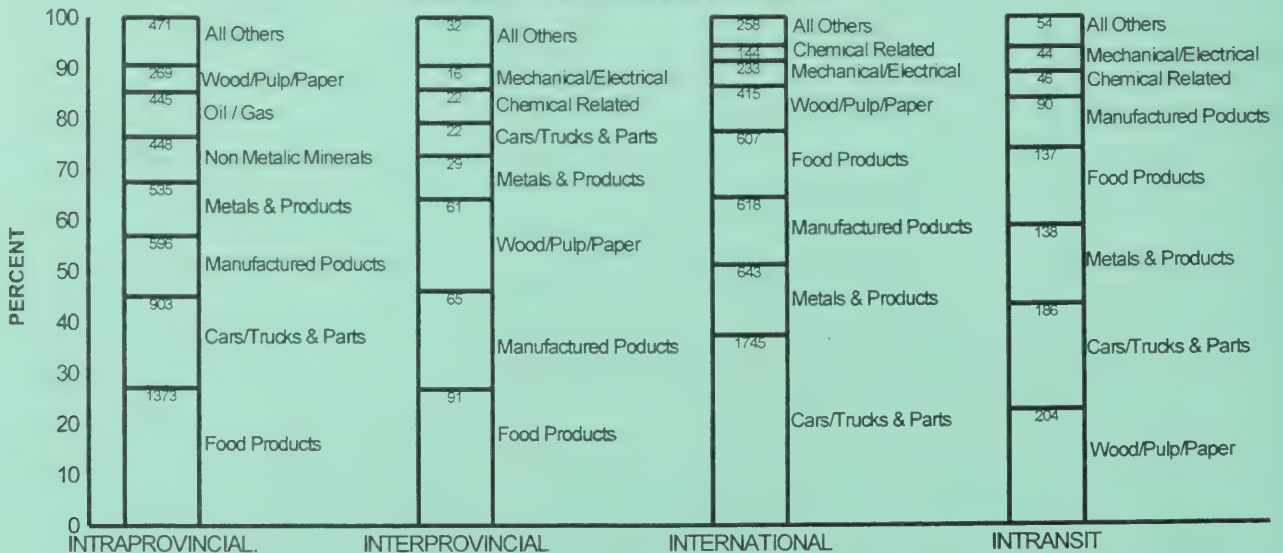
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



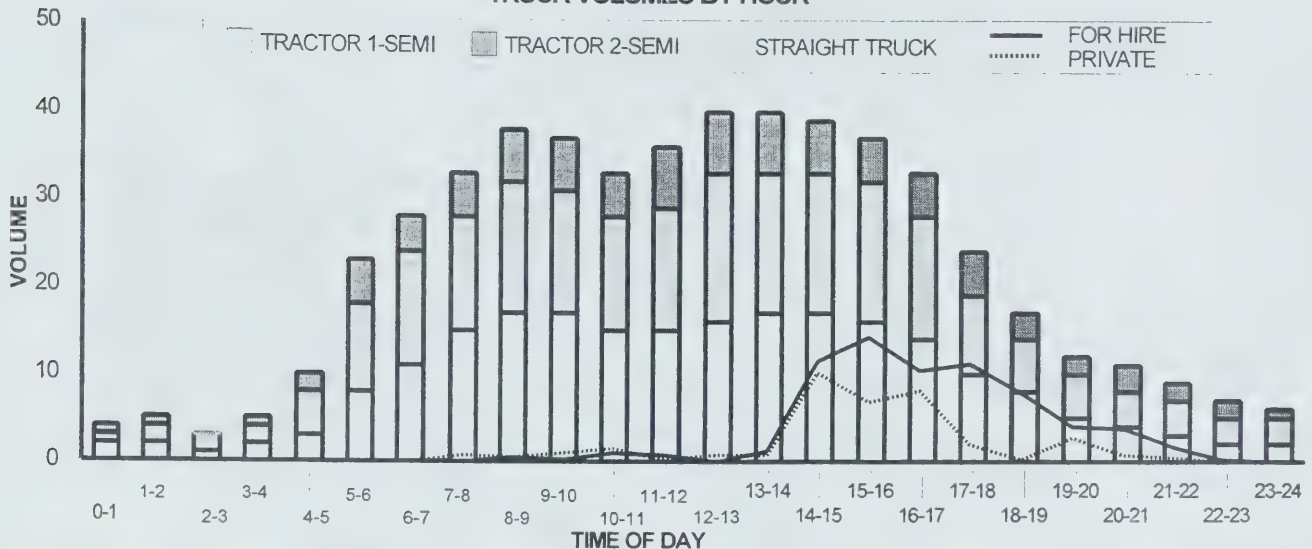
# THAMESFORD R1

HWY. 2, STATION #: 111

DIRECTION: EAST BOUND

LOCATION: 7 KM WEST OF MIDDLESEX CTY RD 33

## TRUCK VOLUMES BY HOUR

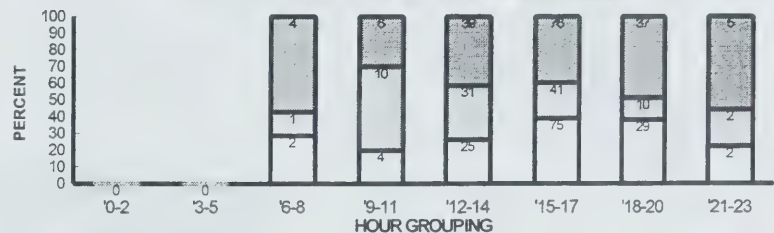


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	4	4	4	5	10	23	28	33	38	36	34	36	40	40	40	37	33	24	17	12	10	8	6	5	526
ALL VEHICLES	81	46	26	19	31	79	249	322	290	278	290	311	329	343	400	505	601	550	349	258	232	234	148	125	6097
% COMMERCIAL	4.8	8.1	14.5	25.7	33.4	29.4	11.1	10.1	13.1	13.0	11.8	11.4	12.1	11.7	9.9	7.3	5.5	4.3	4.8	4.6	4.3	3.5	4.1	4.4	8.6

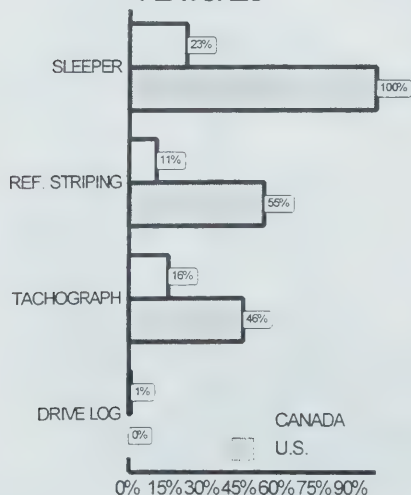
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
August 16	8	59	42.1%
August 17	7	50	40.7%
August 18	7	50	44.2%
TOTALS	22	159	42.3%

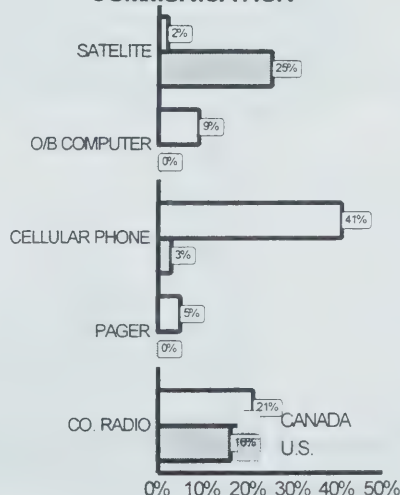
## LEVEL OF UTILIZATION BY HOUR GROUPING



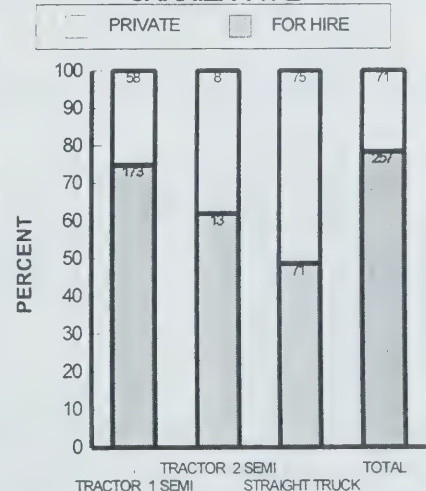
## FEATURES



## COMMUNICATION



## CARRIER TYPE



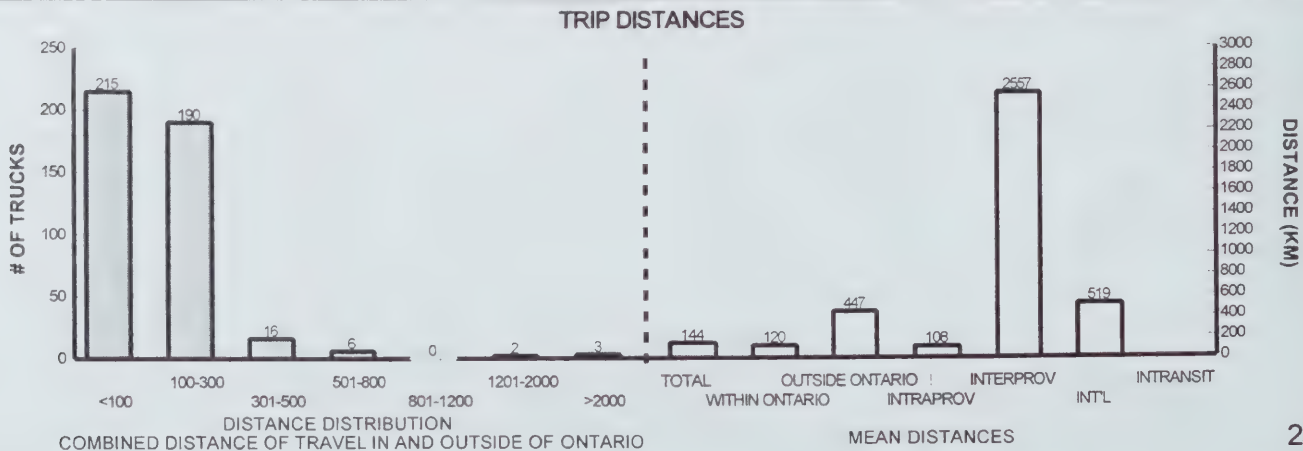
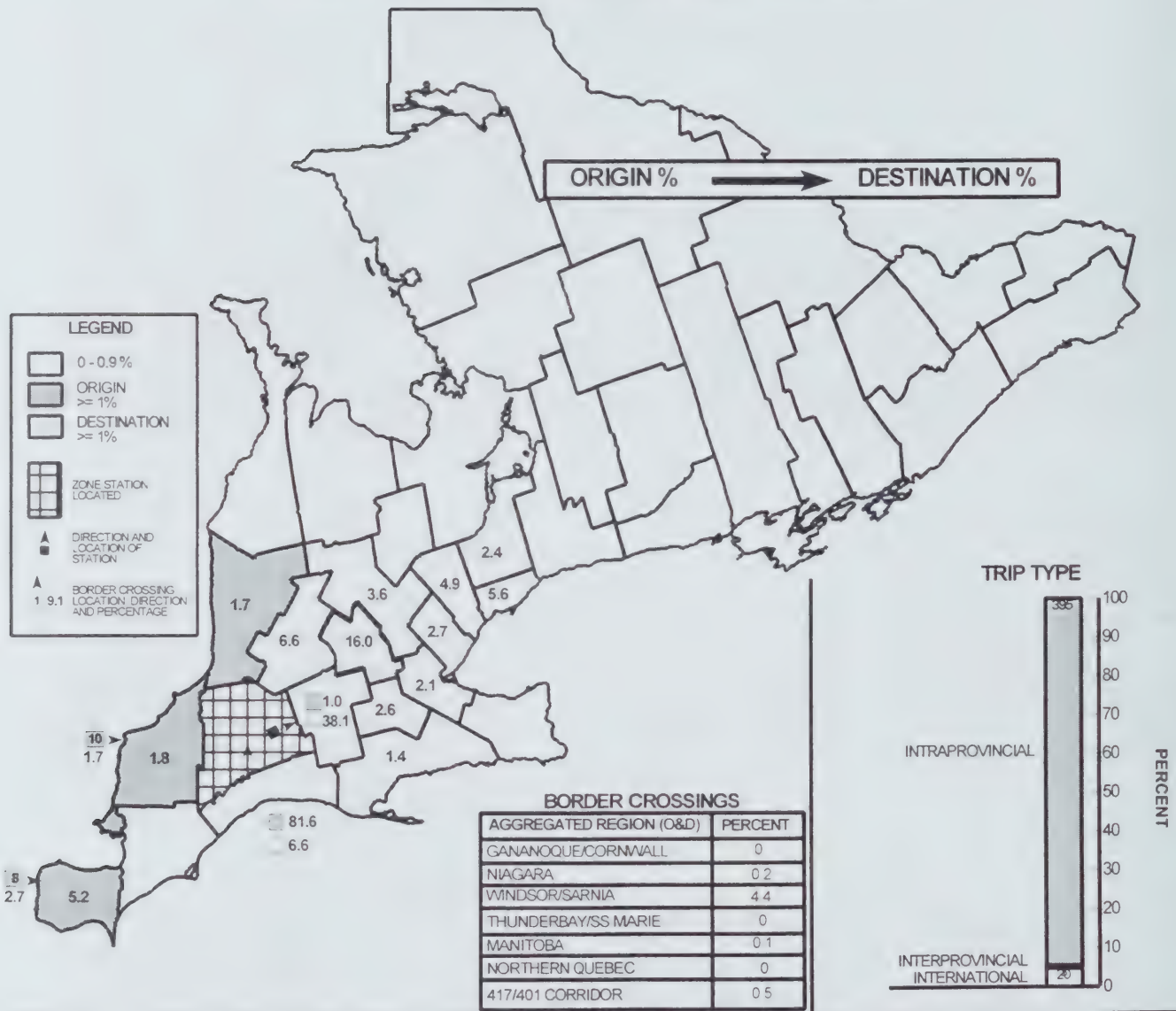
Values represent frequency or mean, unless identified as percent



# THAMESFORD R1

HWY. 2, STATION #: 111  
DIRECTION: EAST BOUND

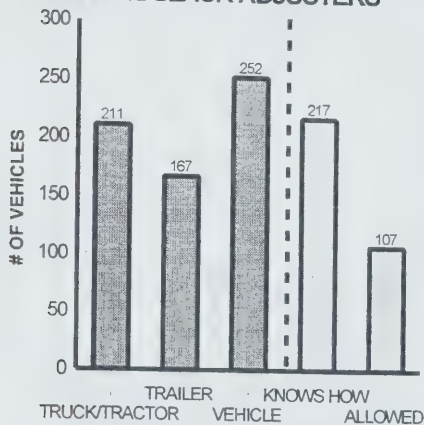
ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



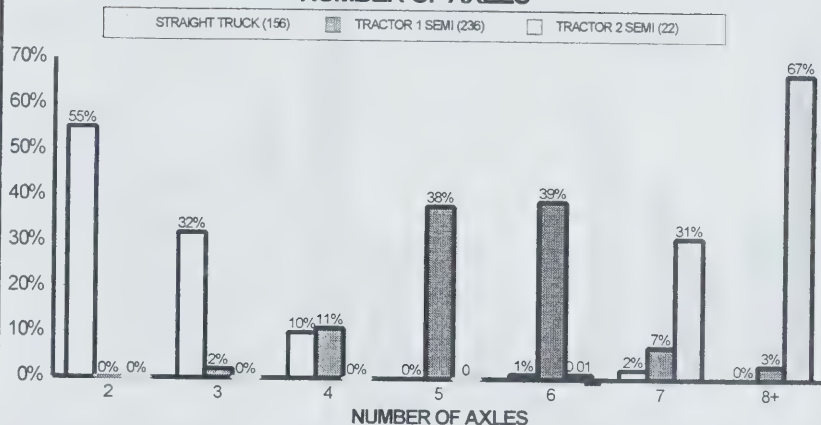
# THAMESFORD R1

HWY. 2, STATION #: 111  
DIRECTION: EAST BOUND

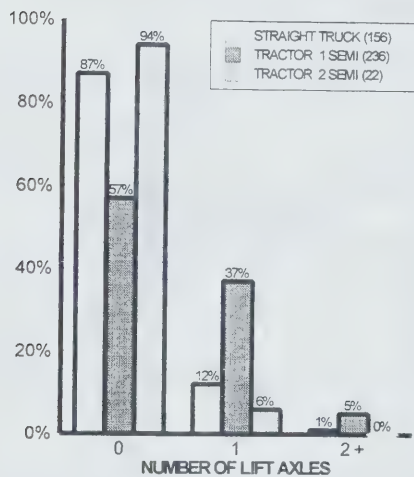
## MANUAL SLACK ADJUSTERS



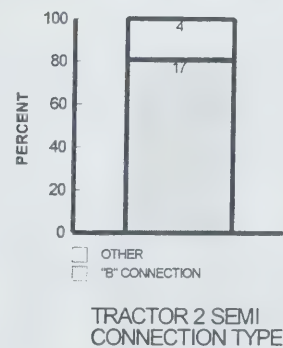
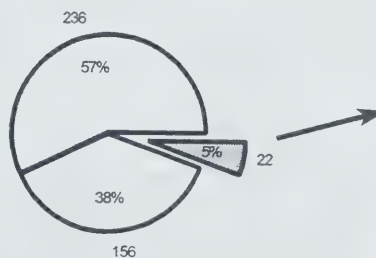
## NUMBER OF AXLES



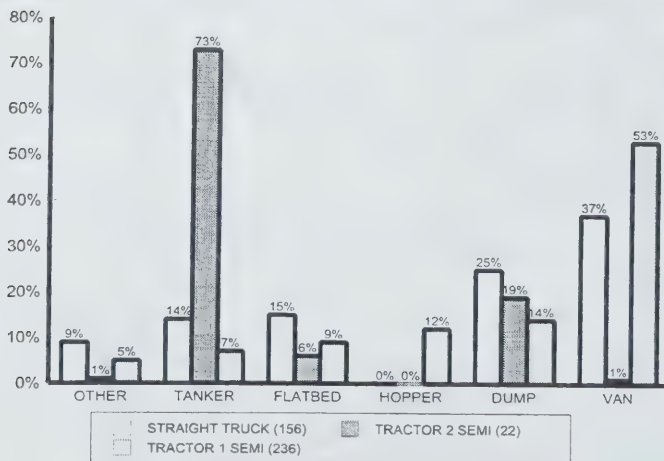
## LIFT AXLES



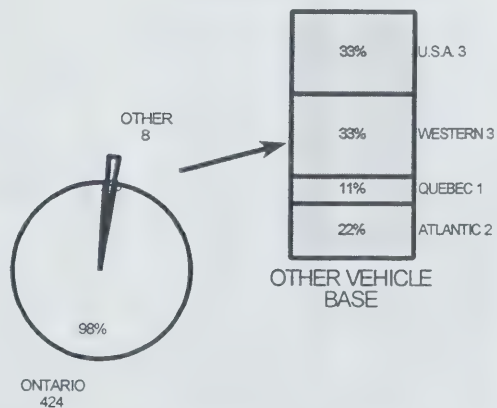
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

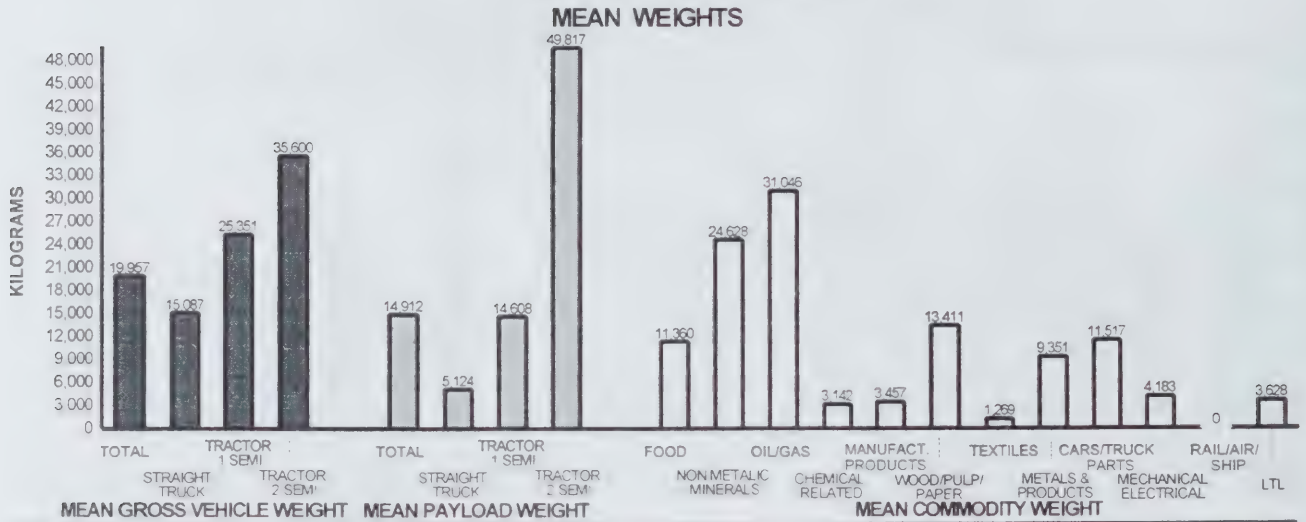


OTHER VEHICLE BASE

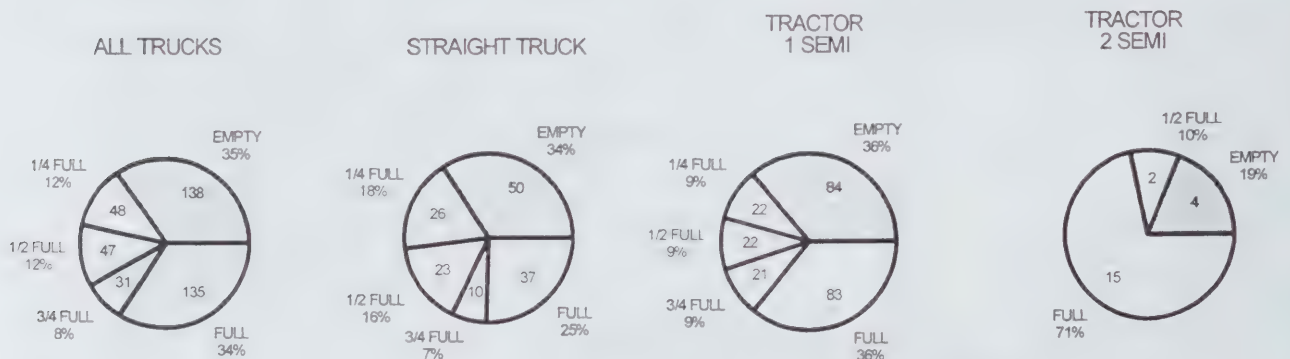


# THAMESFORD R1

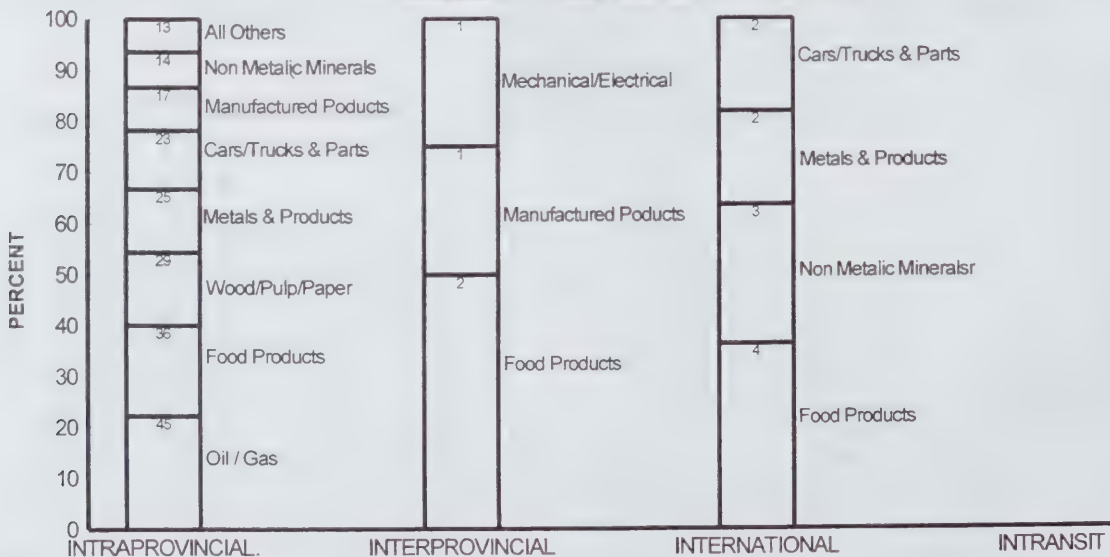
HWY. 2, STATION #: 111  
DIRECTION: EAST BOUND



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



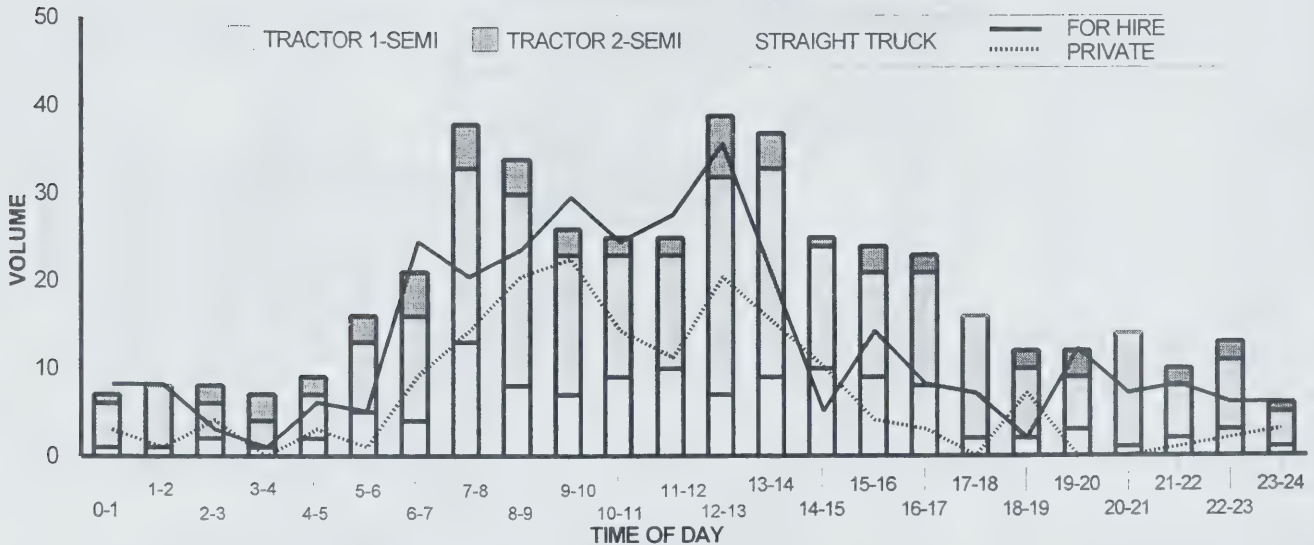
## COMMODITY COMPOSITION BY TRIP TYPE



# CHATHAM R6

HWY. 2, STATION #: 109  
DIRECTION: WEST BOUND  
LOCATION: 2 KM WEST OF CHATHAM

## TRUCK VOLUMES BY HOUR

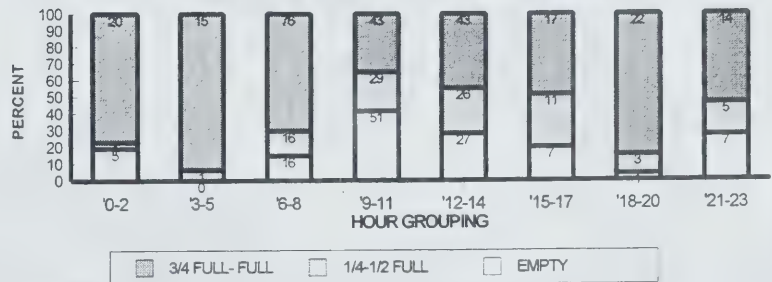


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	7	8	8	7	9	16	21	37	34	26	26	25	39	37	25	24	23	16	12	12	14	10	12	6	450
ALL VEHICLES	39	66	22	20	26	97	358	314	234	187	195	215	224	235	289	279	296	271	191	129	118	136	192	66	4196
% COMMERCIAL	17.9	12.2	33.7	32.5	33.3	16.2	5.8	11.9	14.3	13.7	13.1	11.6	17.4	15.7	8.7	8.6	7.8	5.9	6.3	9.3	11.9	7.2	6.0	9.5	10.7

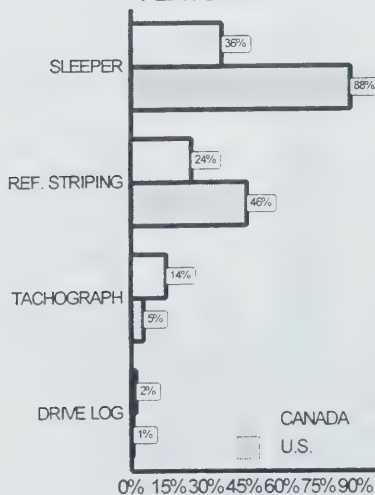
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 16	8	34	47.2%
May 17	3	12	40.0%
May 18	6	25	44.6%
May 19	8	34	49.3%
TOTALS	25	105	46.3%

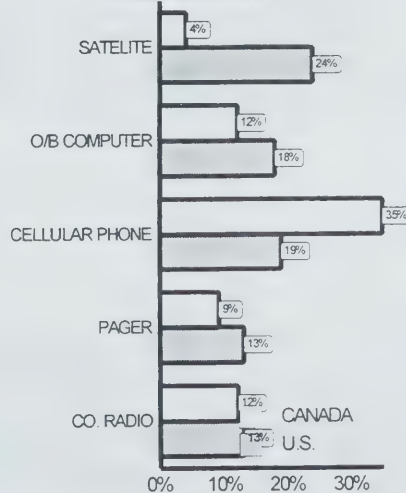
## LEVEL OF UTILIZATION BY HOUR GROUPING



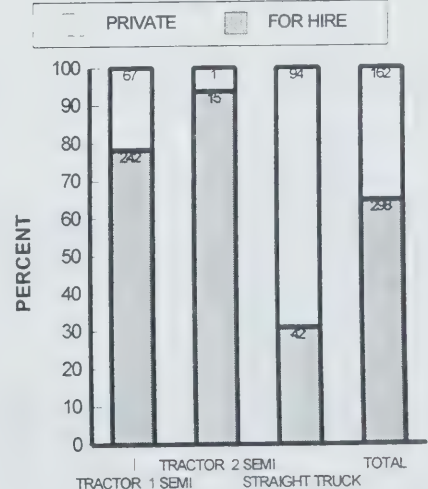
## FEATURES



## COMMUNICATION



## CARRIER TYPE

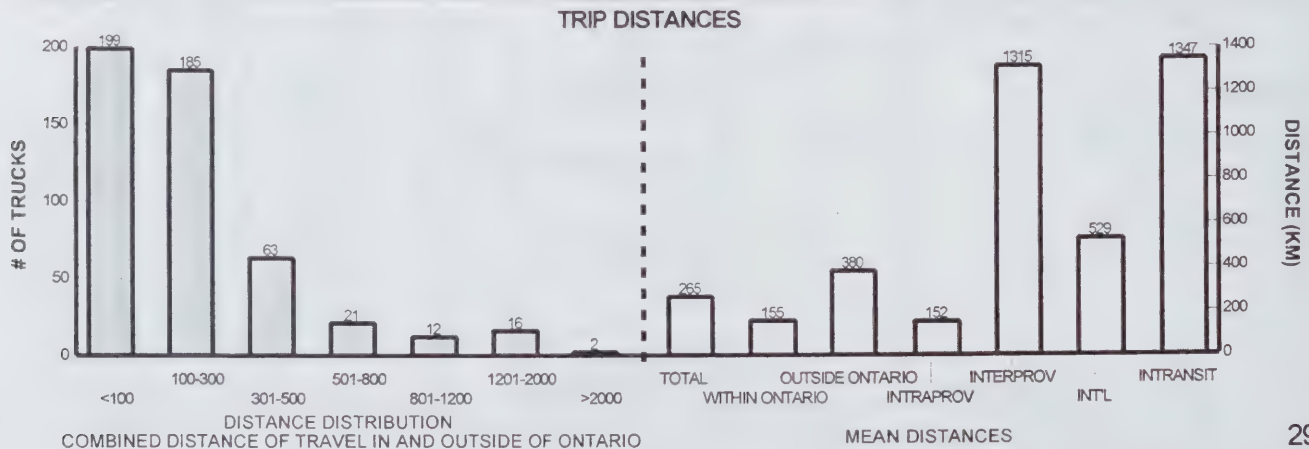
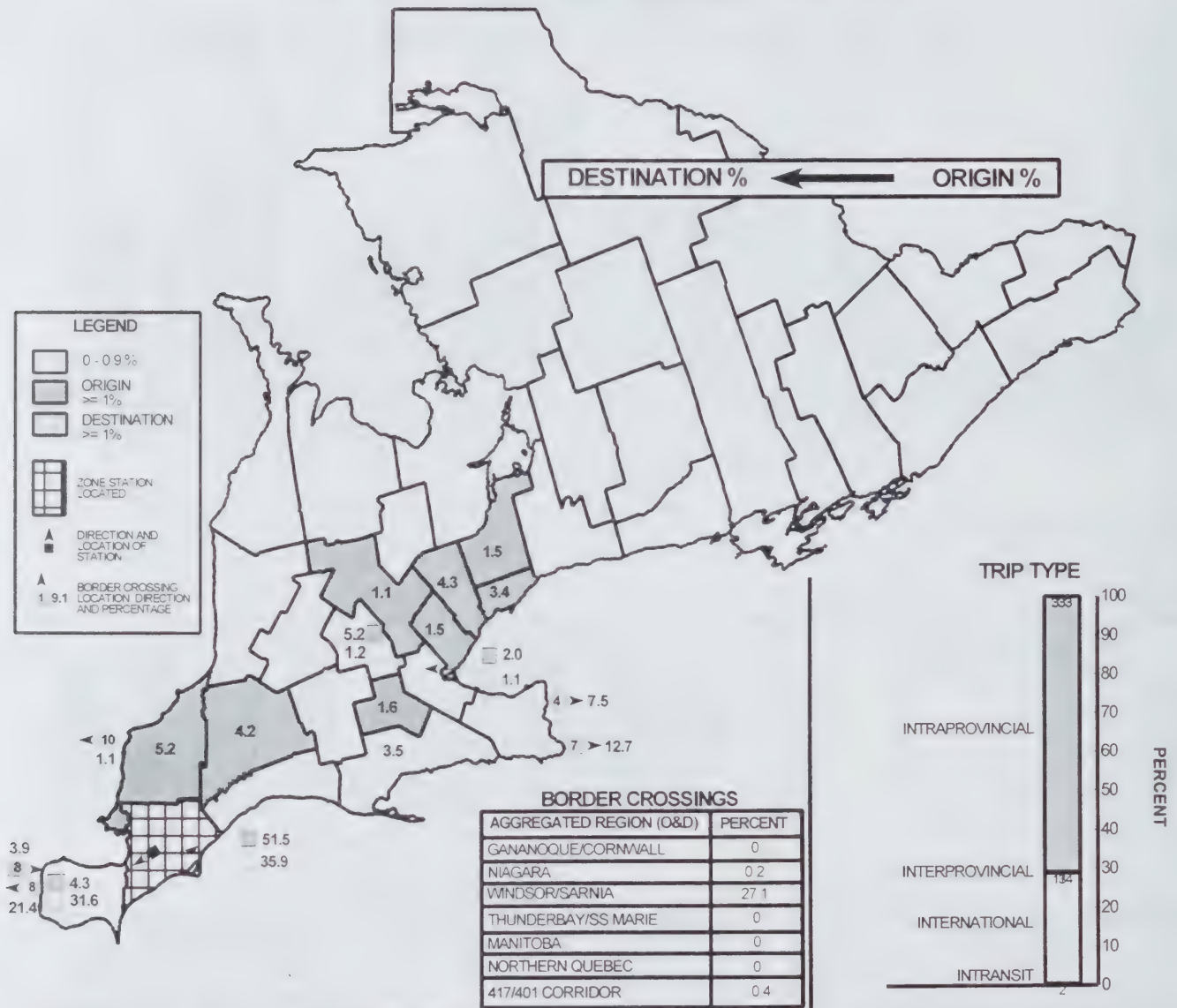


Values represent frequency or mean, unless identified as percent

# CHATHAM R6

HWY. 2, STATION #: 109  
DIRECTION: WEST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)

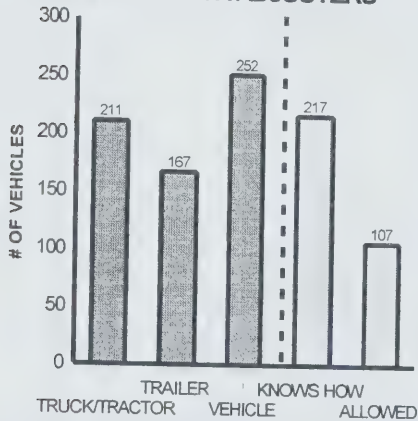




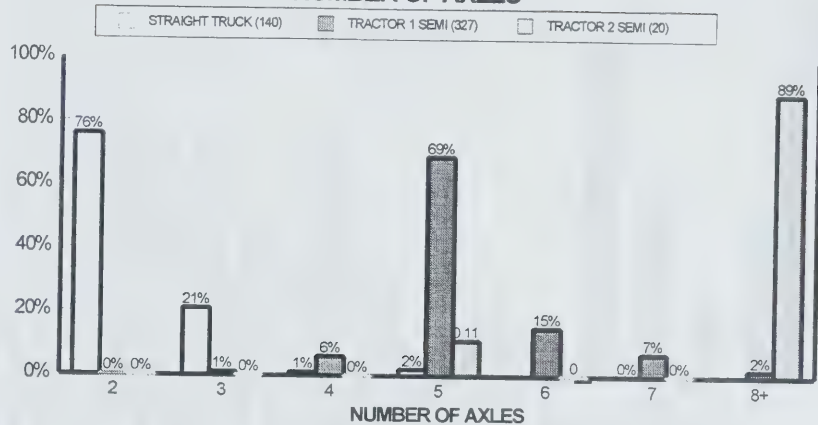
# CHATHAM R6

HWY. 2, STATION #: 109  
DIRECTION: WEST BOUND

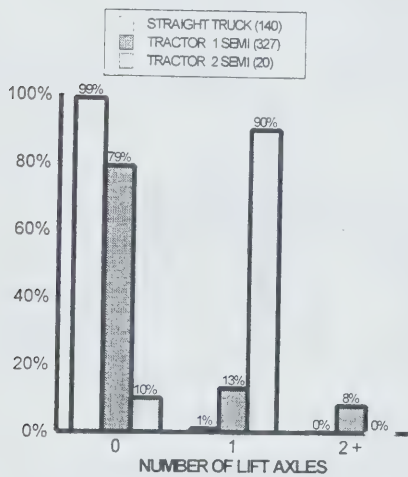
## MANUAL SLACK ADJUSTERS



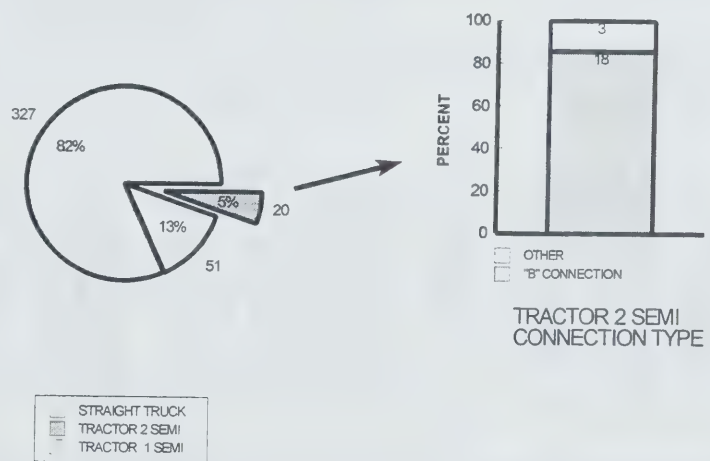
## NUMBER OF AXLES



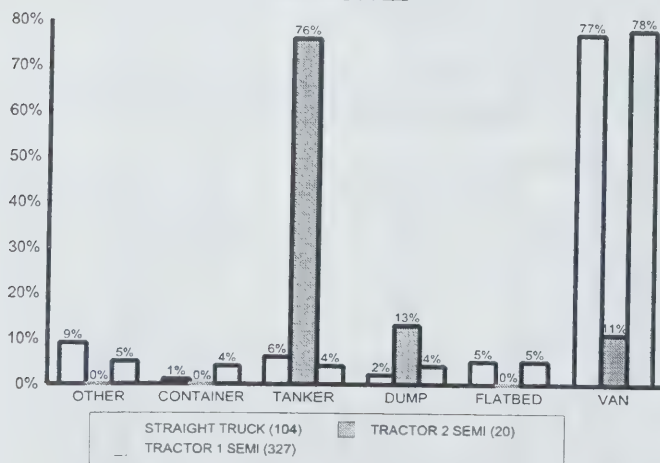
## LIFT AXLES



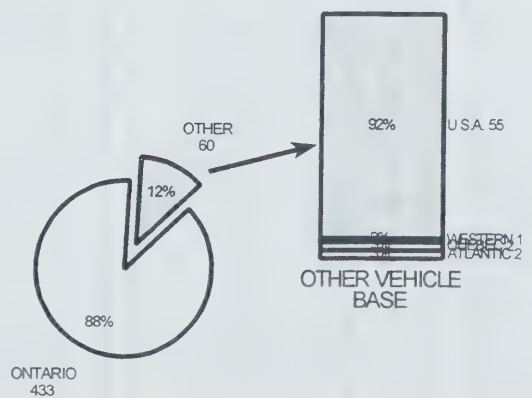
## VEHICLE CONFIGURATION



## BODY STYLE



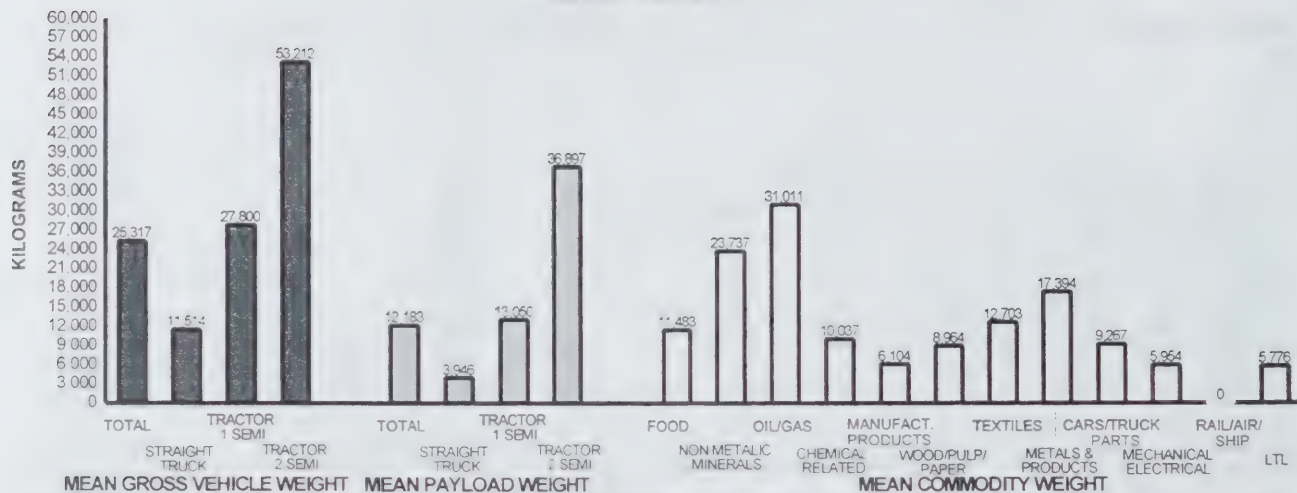
## VEHICLE BASE



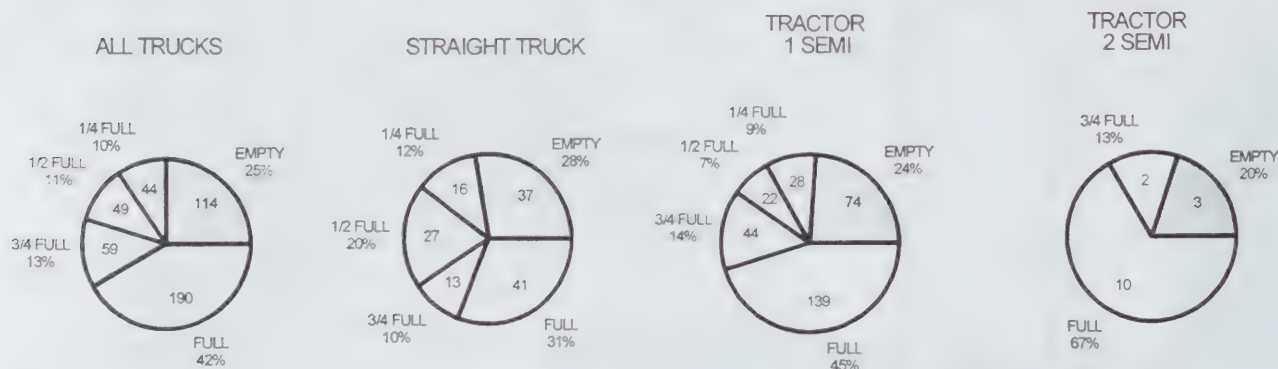
# CHATHAM R6

HWY. 2, STATION #: 109  
DIRECTION: WEST BOUND

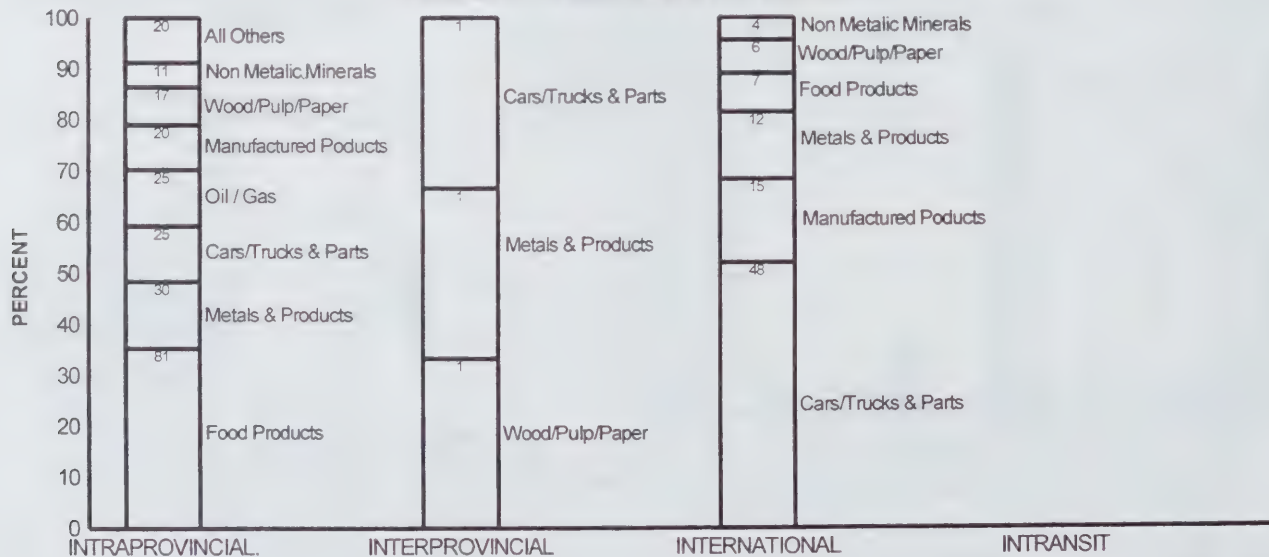
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



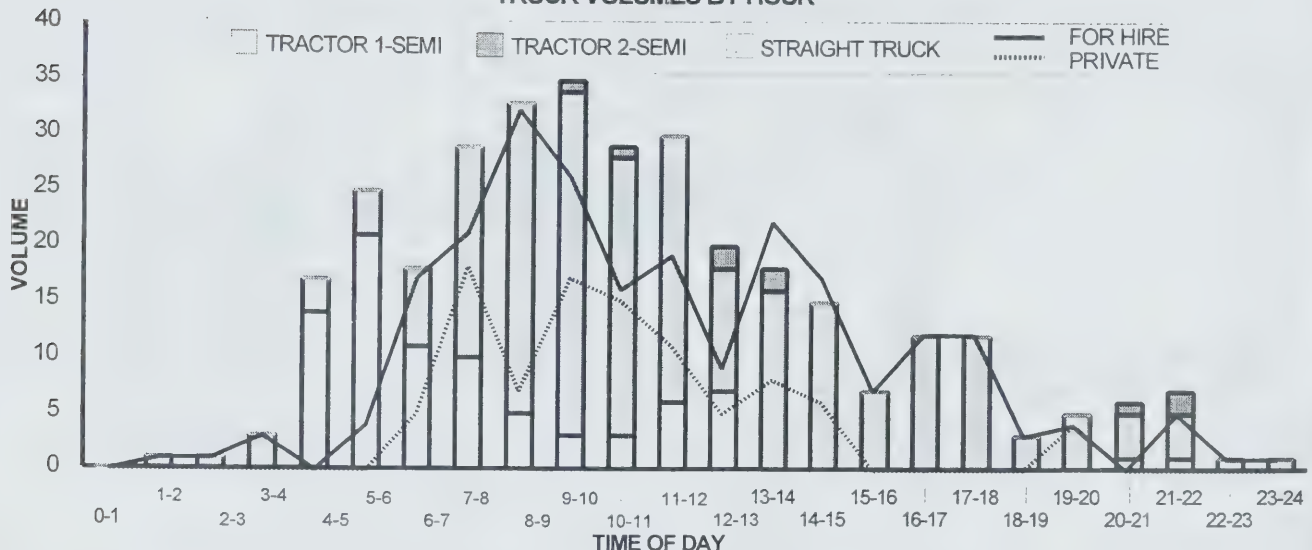
## COMMODITY COMPOSITION BY TRIP TYPE



# TILSONBURG R2

HWY. 3, STATION #: 158  
DIRECTION: WEST BOUND  
LOCATION: 3 KM WEST OF TILSONBURG

## TRUCK VOLUMES BY HOUR

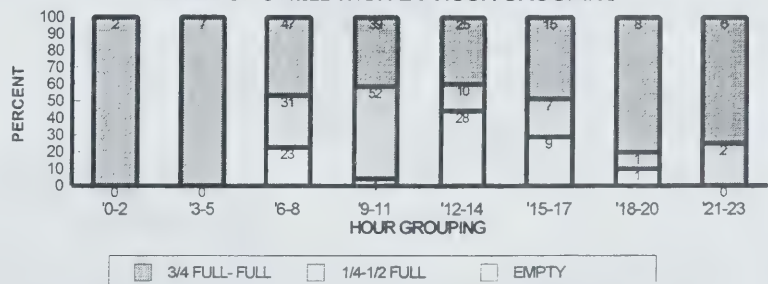


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	0	1	1	3	17	25	18	29	33	35	29	30	20	18	15	7	12	12	3	5	6	7	1	1	328
ALL VEHICLES																									
% COMMERCIAL																									

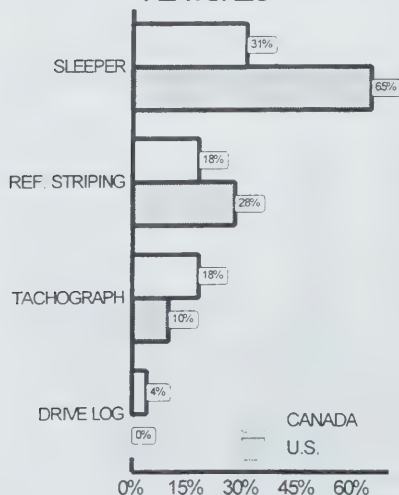
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
August 2	7	24	29.6%
August 3	4	14	46.7%
August 4	7	26	37.1%
TOTALS	18	64	35.4%

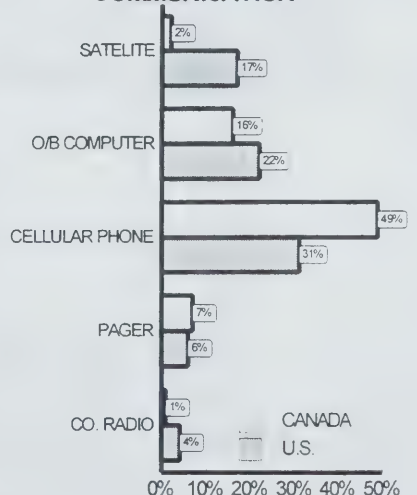
## LEVEL OF UTILIZATION BY HOUR GROUPING



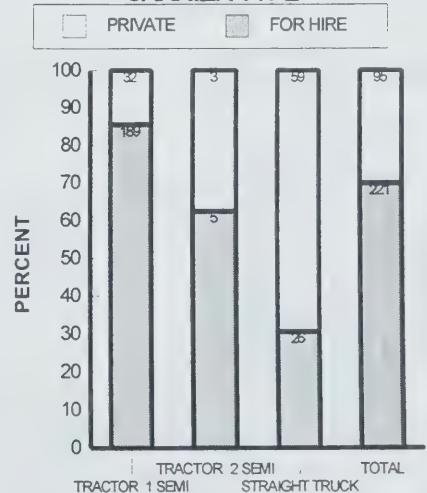
## FEATURES



## COMMUNICATION



## CARRIER TYPE



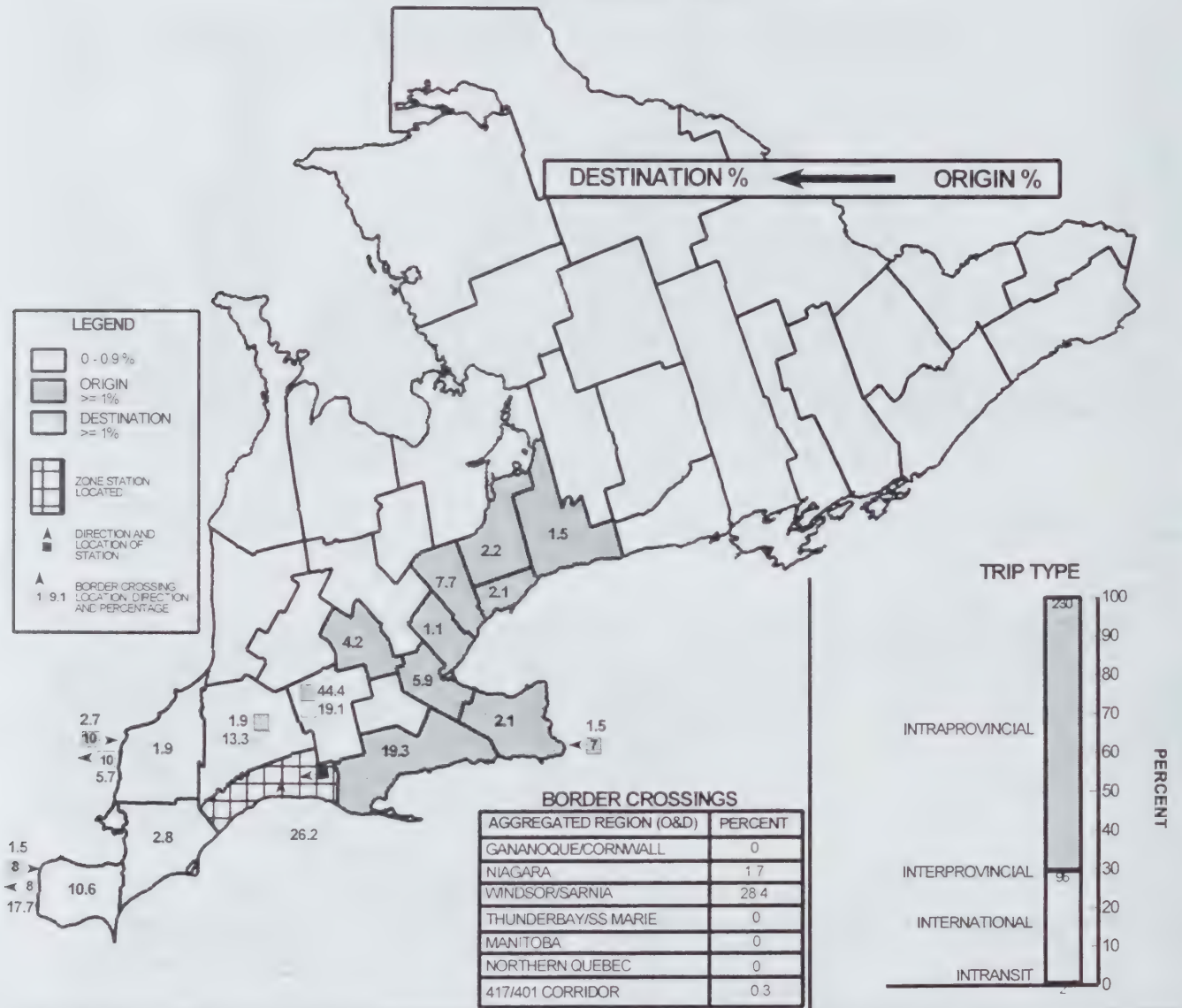
Values represent frequency or mean, unless identified as percent



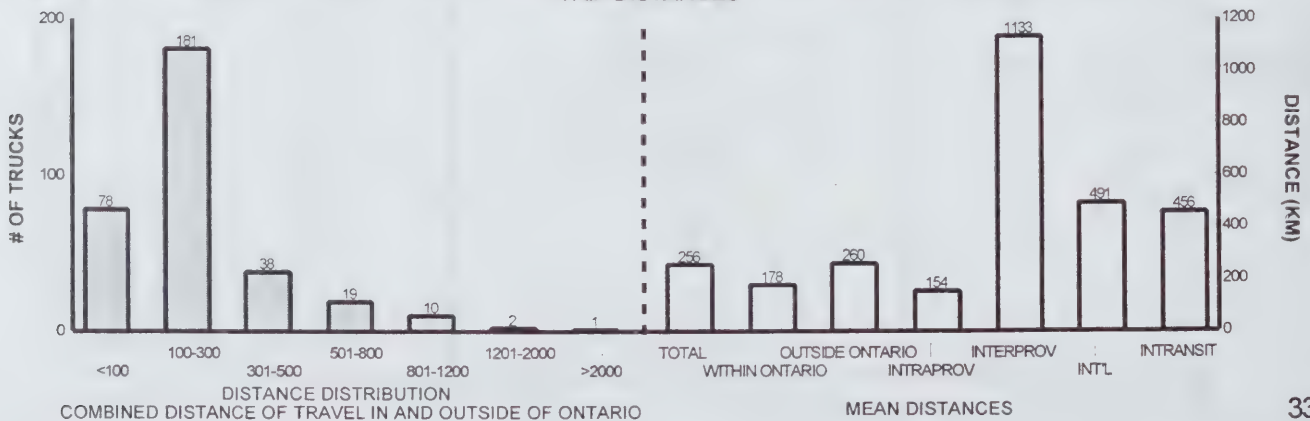
# TILSONBURG R2

HWY. 3, STATION #: 158  
DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



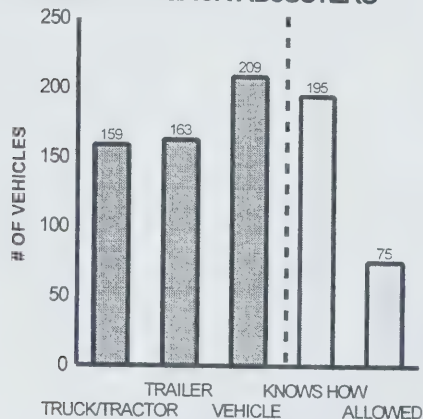
## TRIP DISTANCES



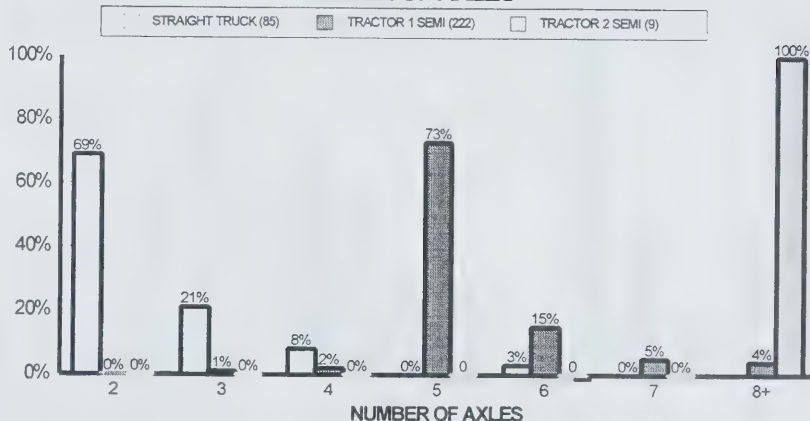
# TILSONBURG R2

HWY. 3, STATION #: 158  
DIRECTION: WEST BOUND

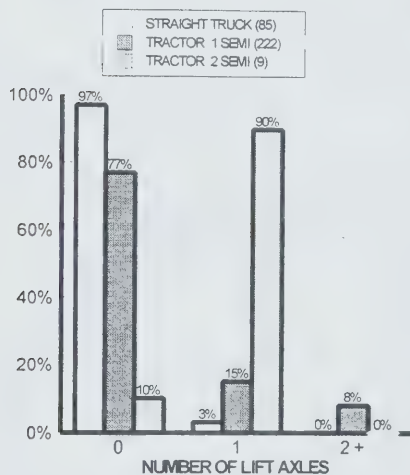
## MANUAL SLACK ADJUSTERS



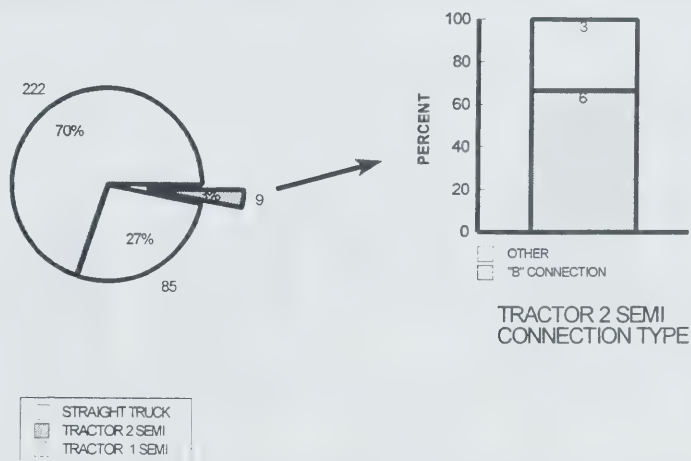
## NUMBER OF AXLES



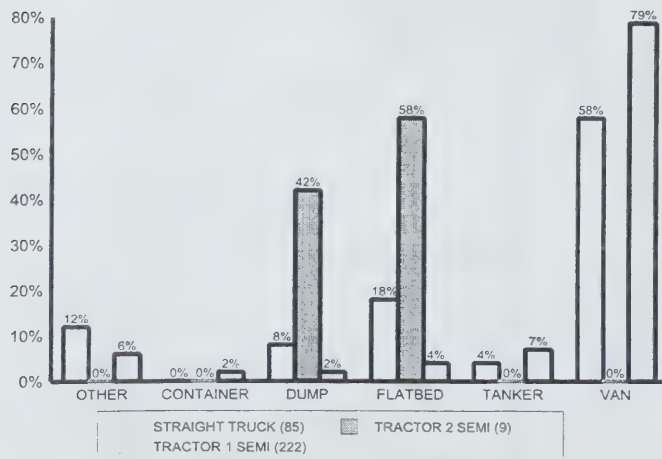
## LIFT AXLES



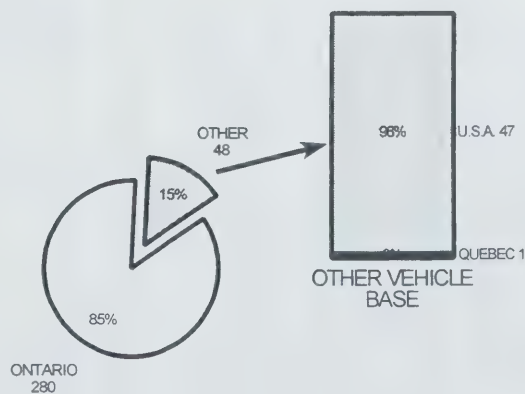
## VEHICLE CONFIGURATION



## BODY STYLE



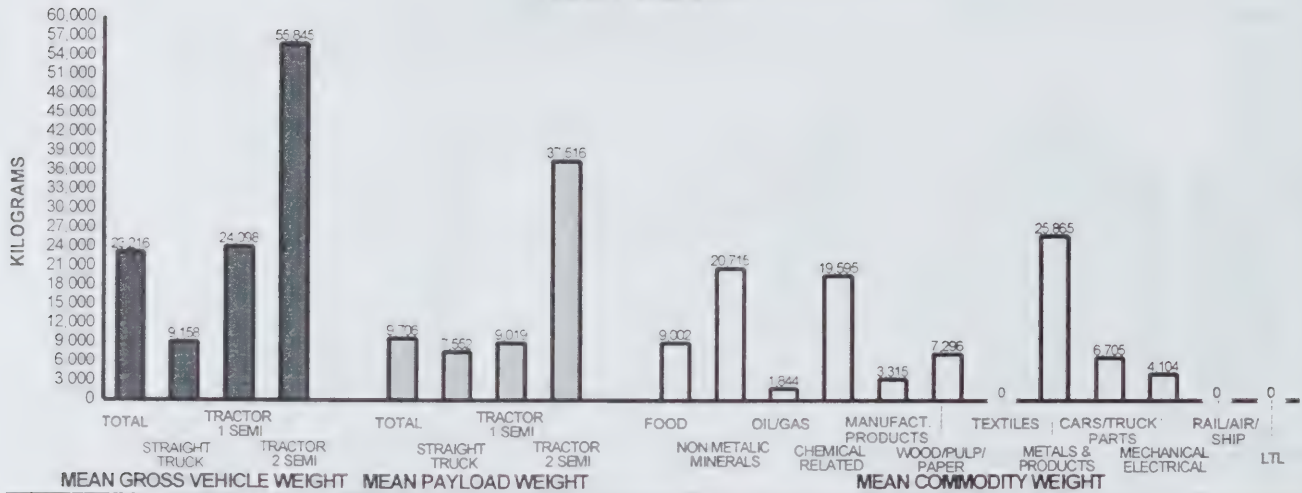
## VEHICLE BASE



# TILSONBURG R2

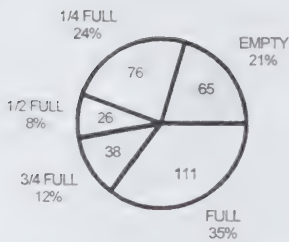
HWY. 3, STATION # 158  
DIRECTION: WEST BOUND

## MEAN WEIGHTS

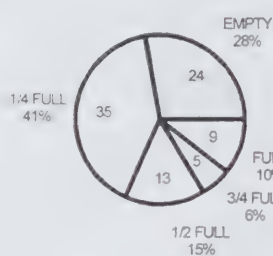


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

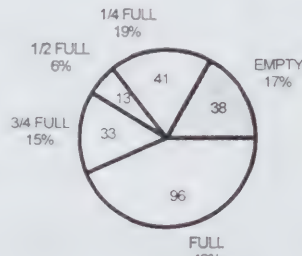
### ALL TRUCKS



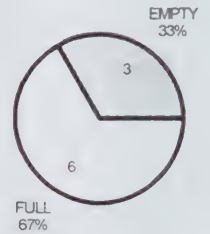
### STRAIGHT TRUCK



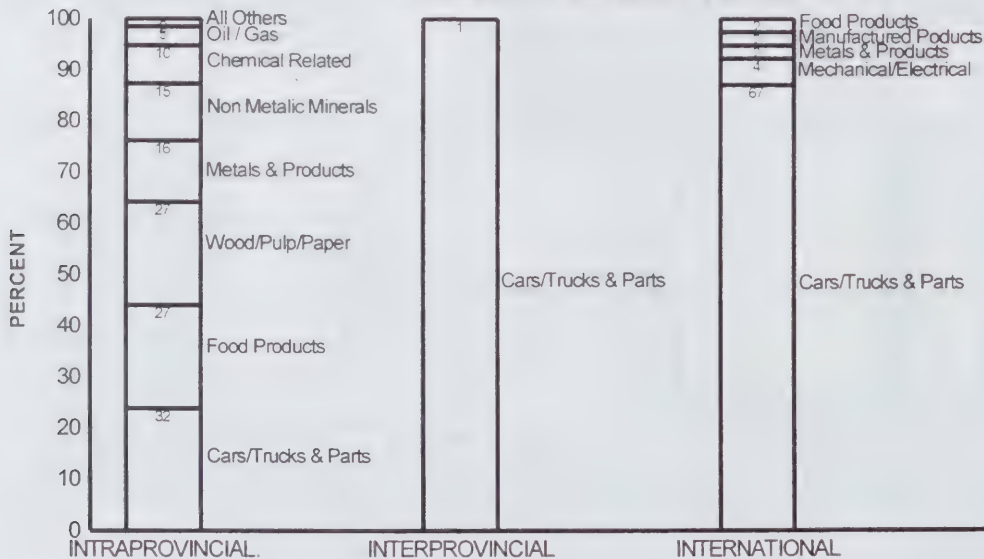
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE

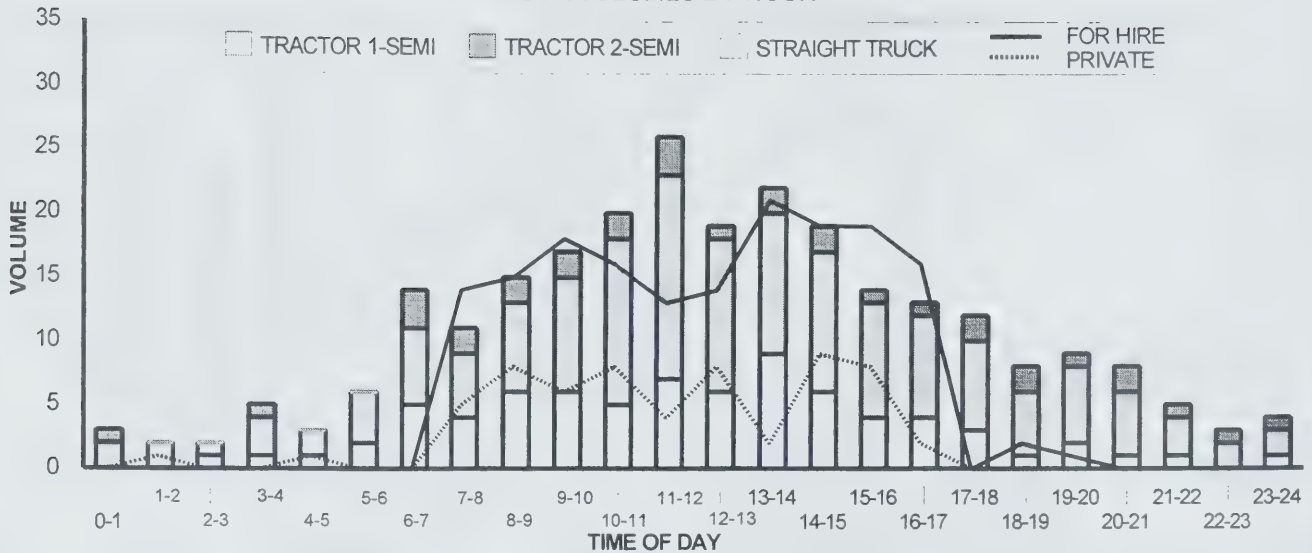




# FERGUS R9

HWY. 6, STATION #: 117  
DIRECTION: SOUTH BOUND  
LOCATION: 24 KM NORTH OF GUELPH

## TRUCK VOLUMES BY HOUR

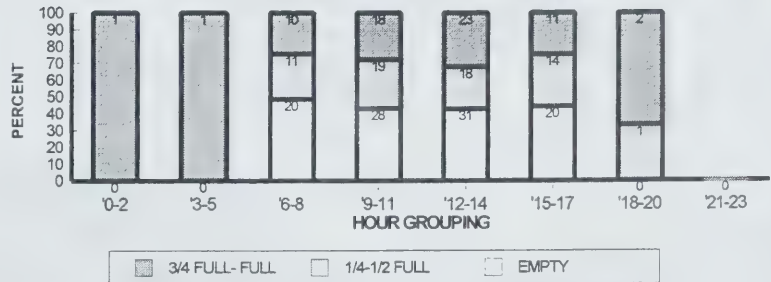


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	3	3	2	5	3	6	14	11	15	17	20	26	19	22	19	14	13	12	8	9	8	5	3	4	261
ALL VEHICLES	94	65	46	29	19	41	92	190	251	299	381	400	401	414	386	416	465	499	336	314	248	236	155	127	5905
% COMMERCIAL	3.6	4.0	4.8	17.2	15.8	14.6	15.2	5.8	6.0	5.7	5.2	6.5	4.7	5.3	4.9	3.4	2.8	2.4	2.4	2.9	3.2	3.1	1.9	3.1	4.4

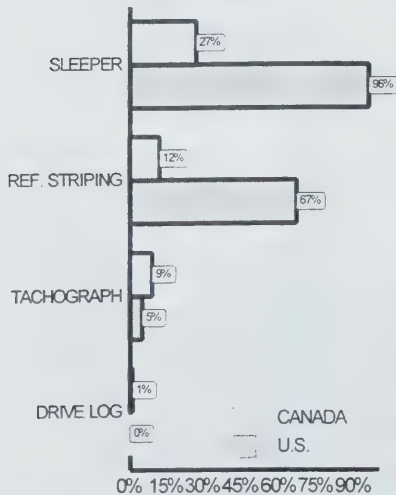
### SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 26	10	73	162.2%
July 27	9	73	197.3%
July 28	9	54	125.6%
July 29	7	19	172.7%
July 30	8	20	153.8%
July 31	8	60	142.9%
August 1	8	55	127.9%
TOTALS	59	354	151.3%

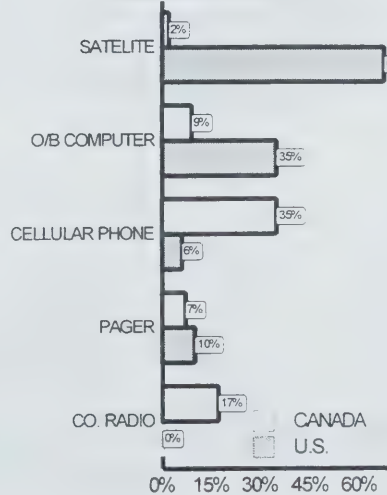
### LEVEL OF UTILIZATION BY HOUR GROUPING



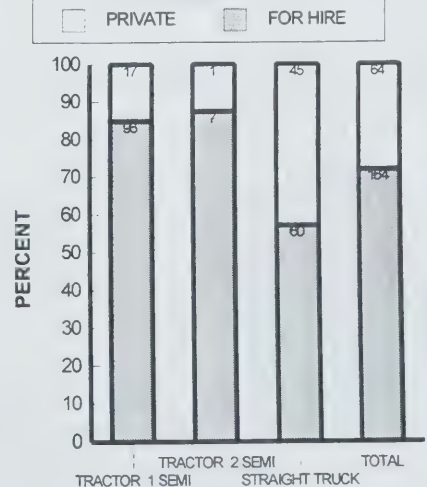
### FEATURES



### COMMUNICATION



### CARRIER TYPE

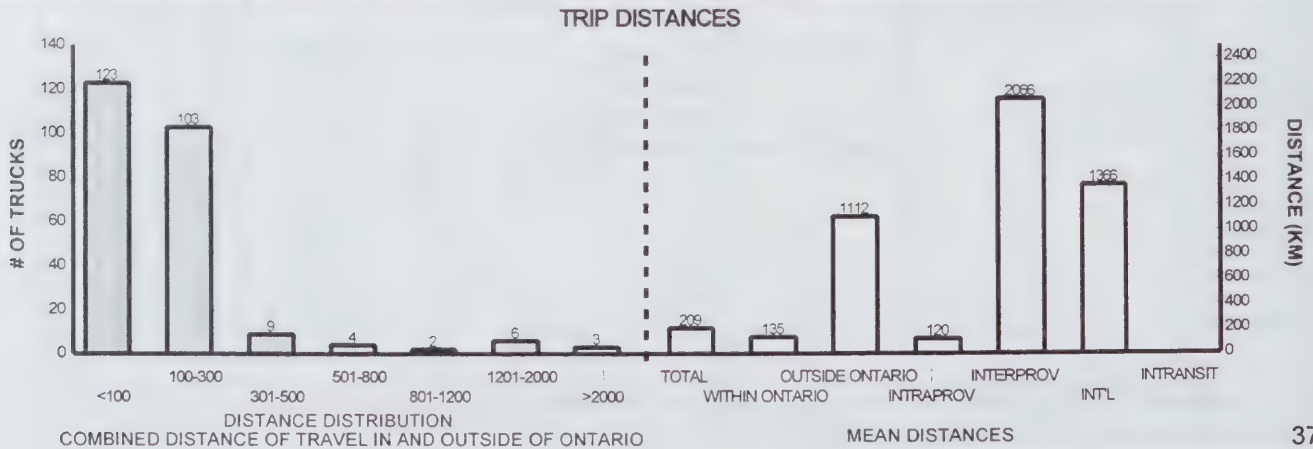
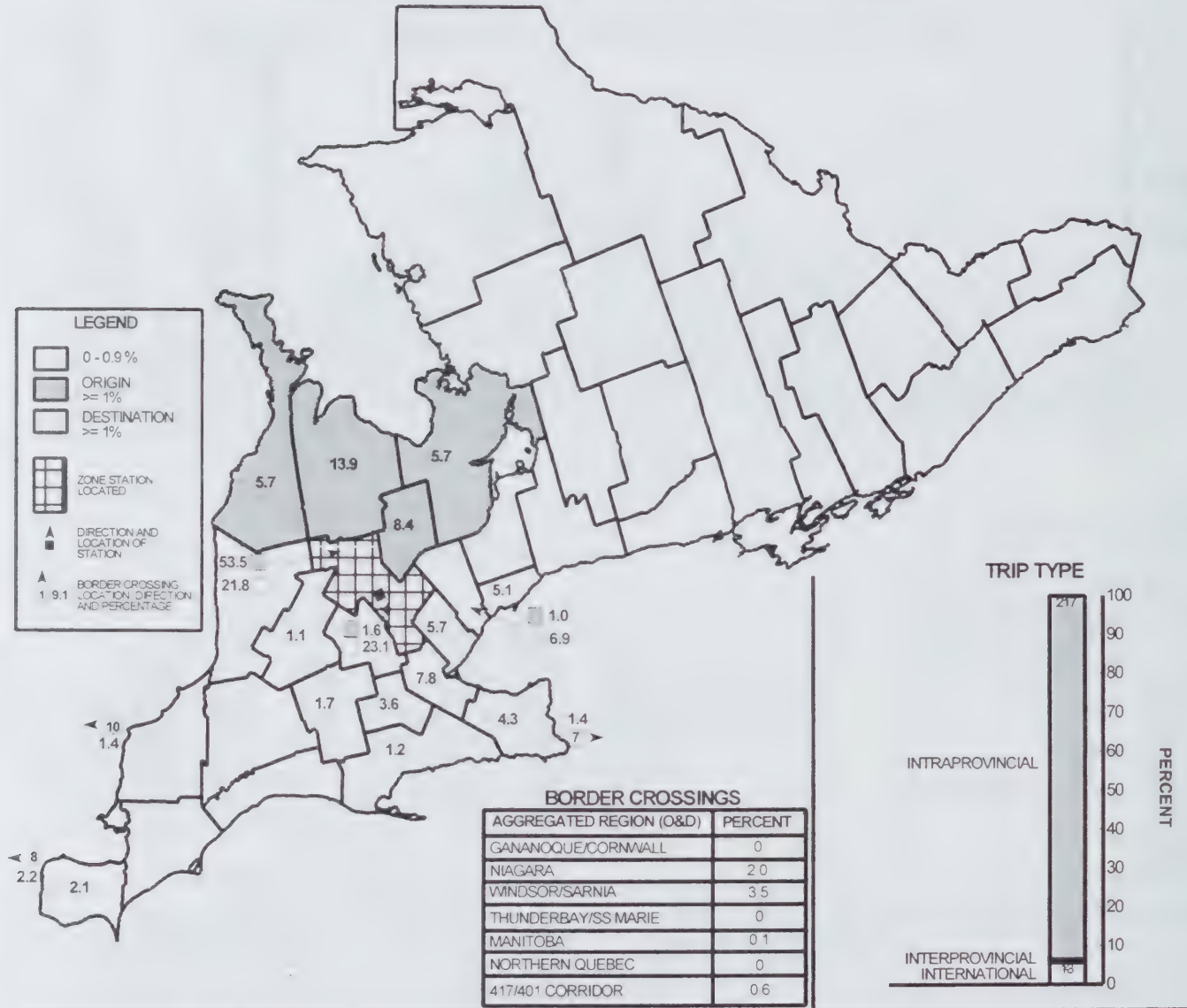


Values represent frequency or mean, unless identified as percent

# FERGUS R9

HWY. 6, STATION #: 117  
DIRECTION: SOUTH BOUND

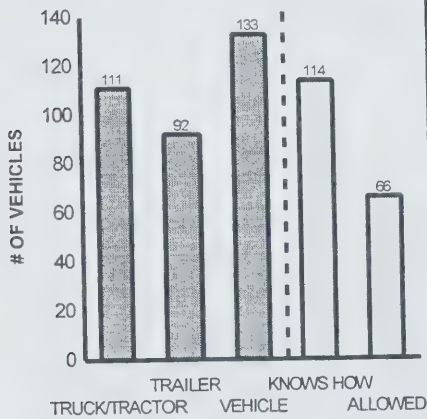
## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



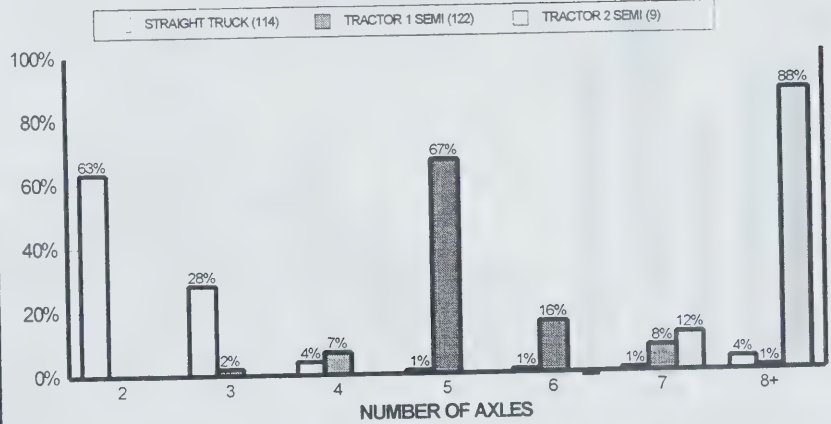
# FERGUS R9

HWY. 6, STATION #: 117  
DIRECTION: SOUTH BOUND

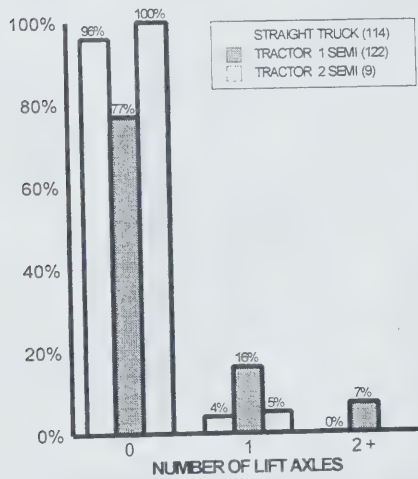
## MANUAL SLACK ADJUSTERS



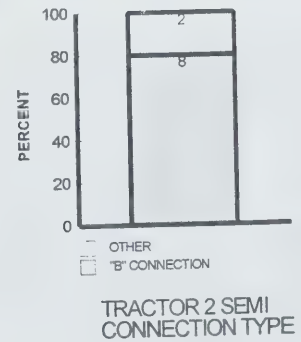
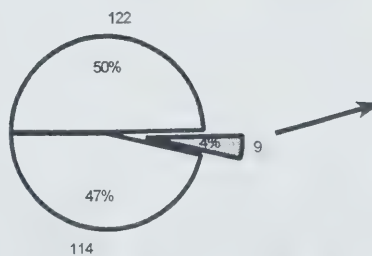
## NUMBER OF AXLES



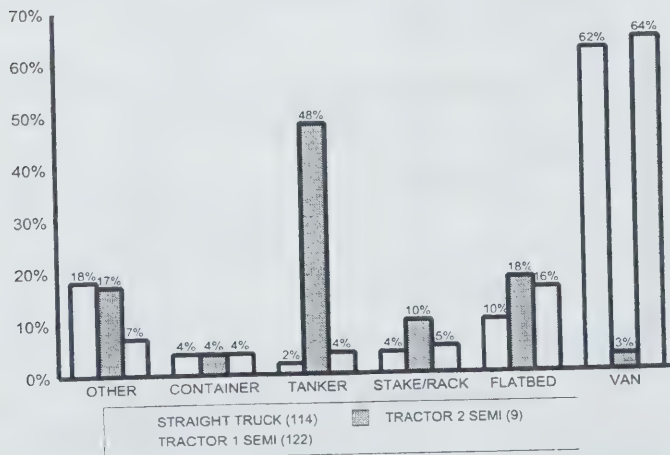
## LIFT AXLES



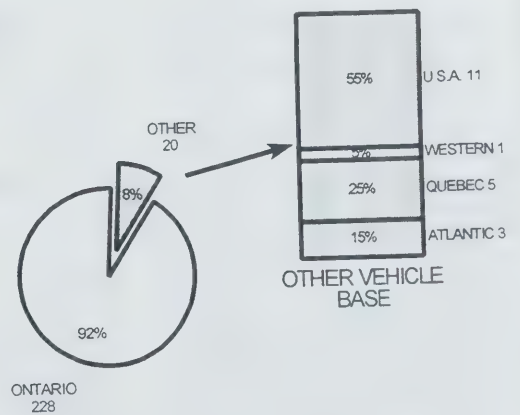
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

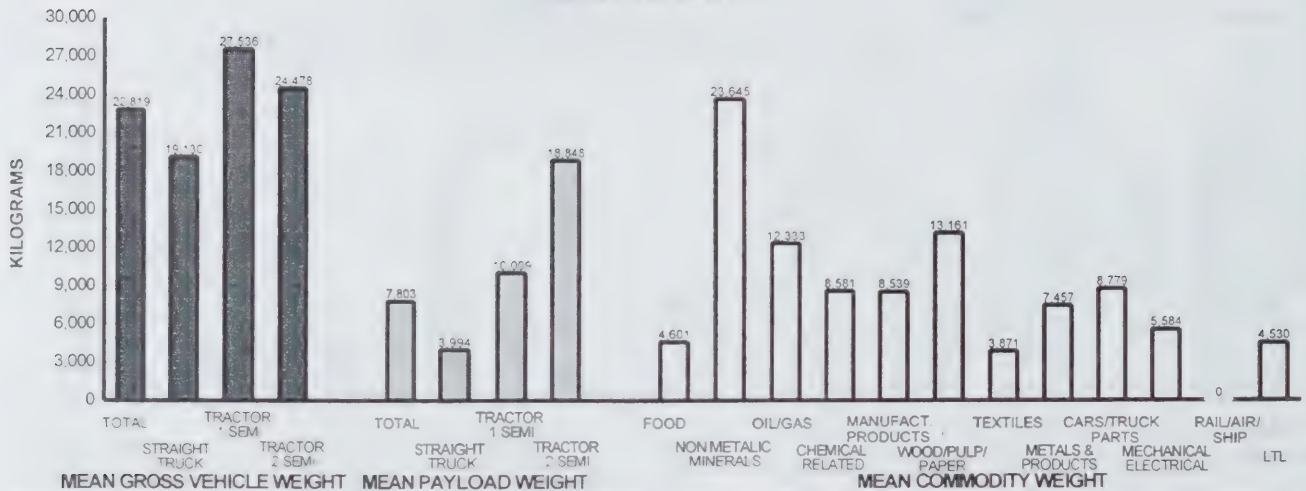




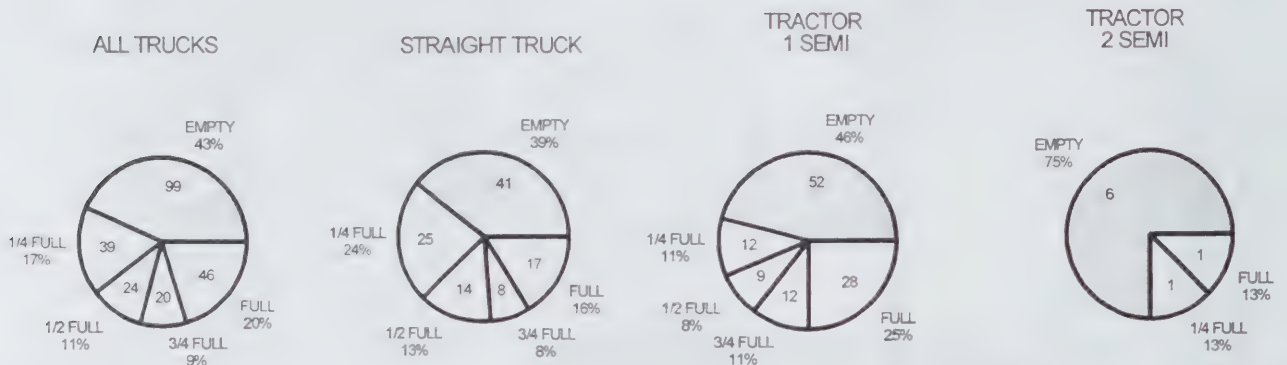
# FERGUS R9

HWY. 6, STATION #: 117  
DIRECTION: SOUTH BOUND

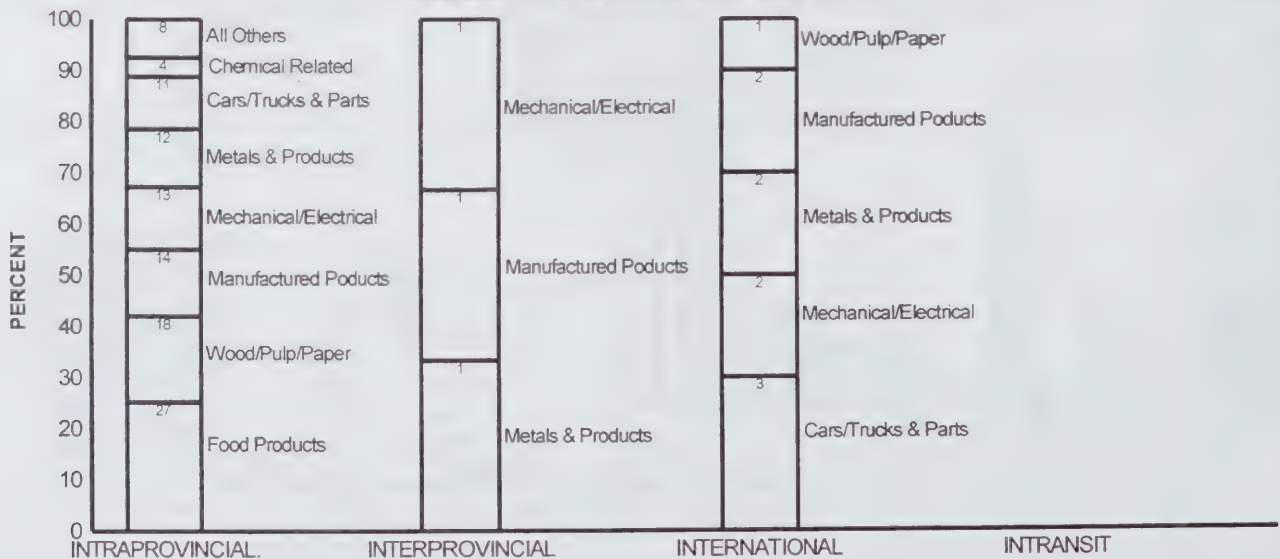
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



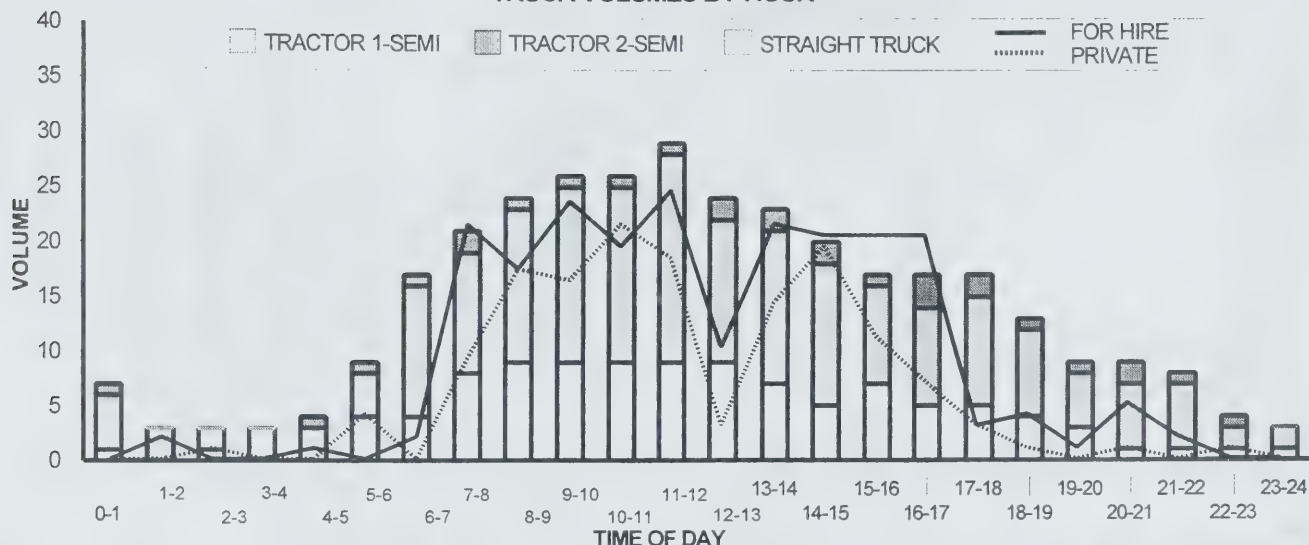
## COMMODITY COMPOSITION BY TRIP TYPE



# NEW HAMBURG R8

HWY. 7/8, STATION #: 142  
DIRECTION: EAST BOUND  
LOCATION: 3.8 KM W OF NEW HAMBURG

## TRUCK VOLUMES BY HOUR

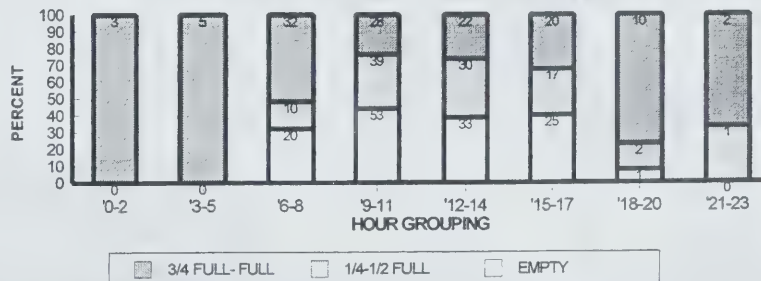


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	7	3	3	3	4	9	17	21	24	26	26	29	24	23	20	17	17	17	13	9	9	8	4	3	336
ALL VEHICLES	65	34	23	15	16	35	111	186	216	262	320	388	391	353	324	322	319	351	289	235	193	173	145	82	4848
% COMMERCIAL	10.8	8.8	13.0	20.0	25.5	25.7	15.3	11.3	11.1	9.9	8.1	7.5	6.1	6.5	6.2	5.3	5.3	4.8	4.5	3.8	4.7	4.6	2.8	3.7	6.9

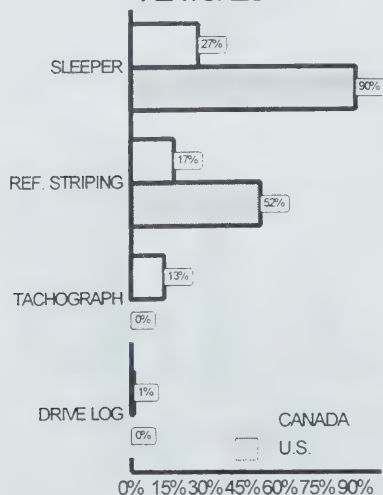
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 26	10	76	118.8%
July 27	9	71	129.1%
July 28	9	69	140.8%
July 29	7	30	250.0%
July 30	3	5	166.7%
July 31	9	81	137.3%
August 1	9	88	146.7%
TOTALS	56	420	139.1%

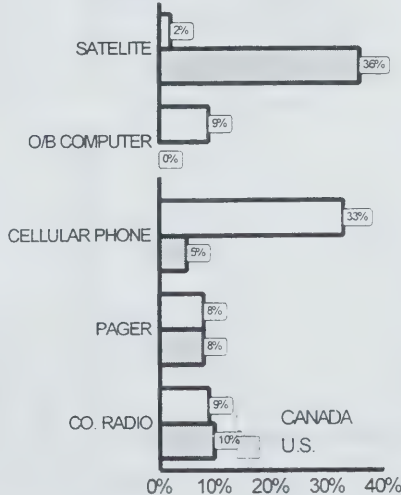
## LEVEL OF UTILIZATION BY HOUR GROUPING



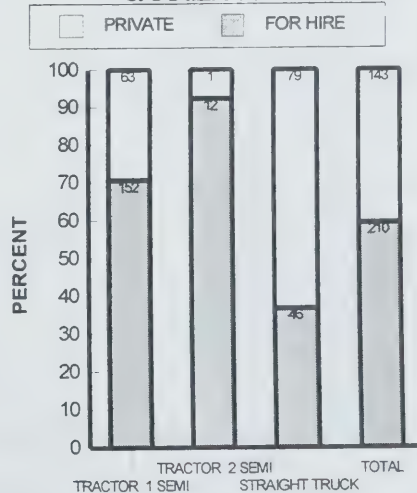
## FEATURES



## COMMUNICATION



## CARRIER TYPE

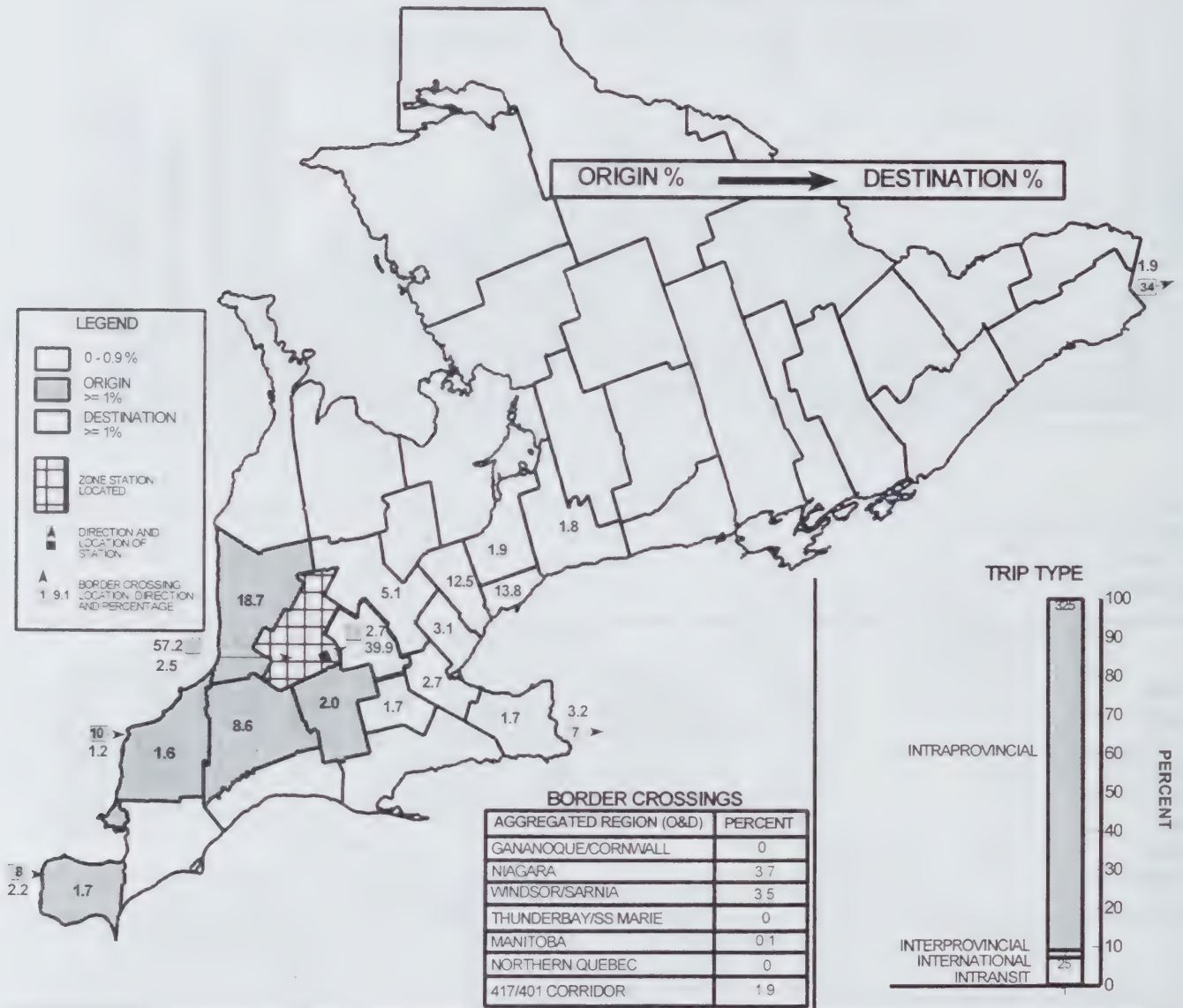


Values represent frequency or mean, unless identified as percent

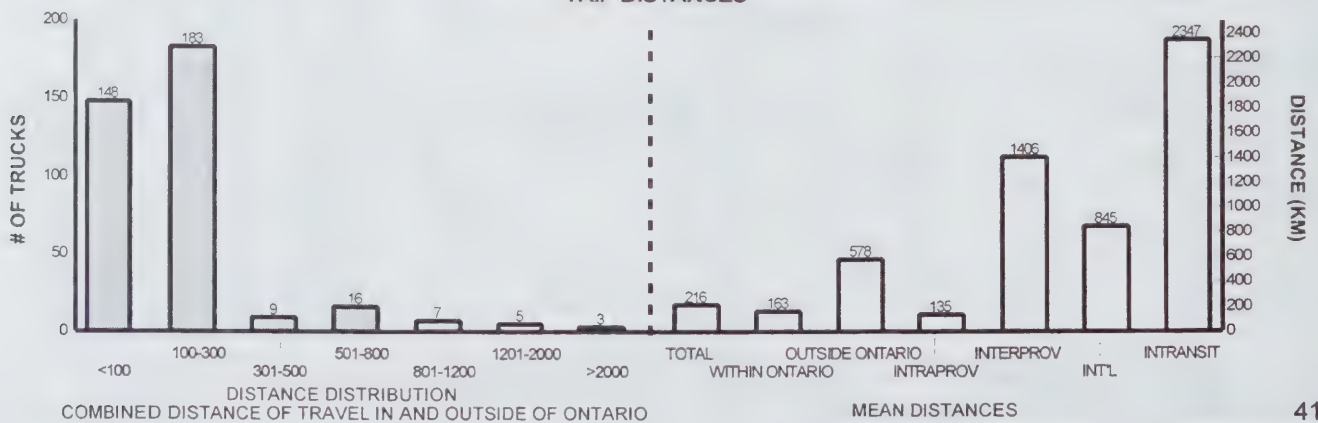
# NEW HAMBURG R8

HWY. 7/8, STATION #: 142  
DIRECTION: EAST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES

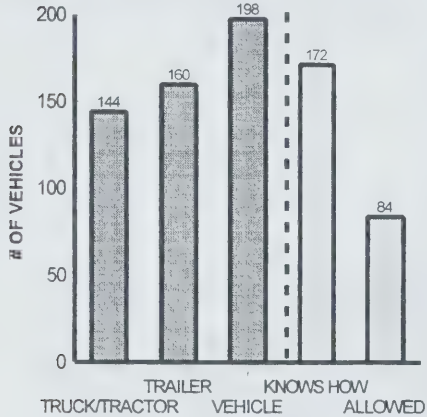




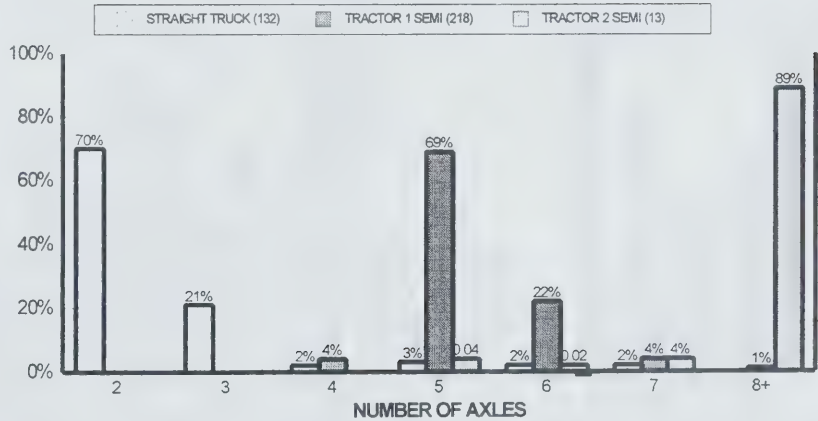
# NEW HAMBURG R8

HWY. 7/8, STATION #: 142  
DIRECTION: EAST BOUND

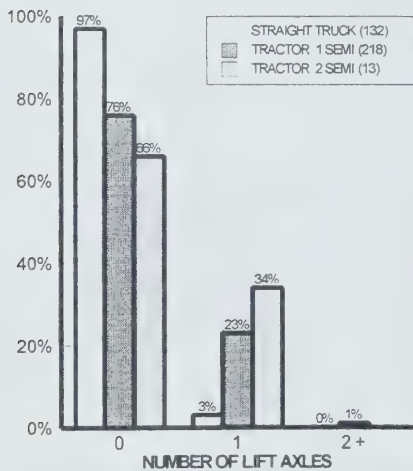
## MANUAL SLACK ADJUSTERS



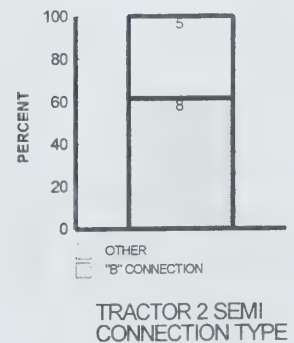
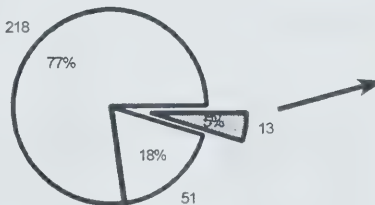
## NUMBER OF AXLES



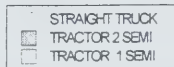
## LIFT AXLES



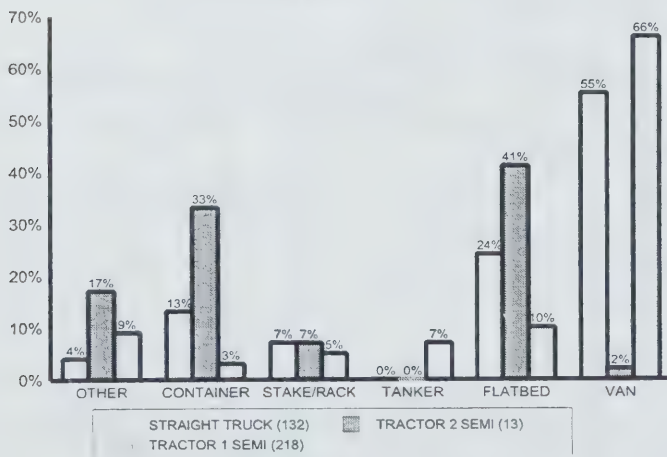
## VEHICLE CONFIGURATION



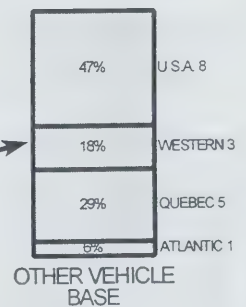
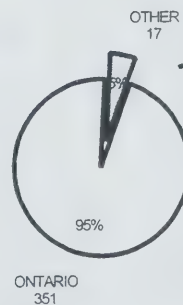
TRACTOR 2 SEMI  
CONNECTION TYPE



## BODY STYLE



## VEHICLE BASE

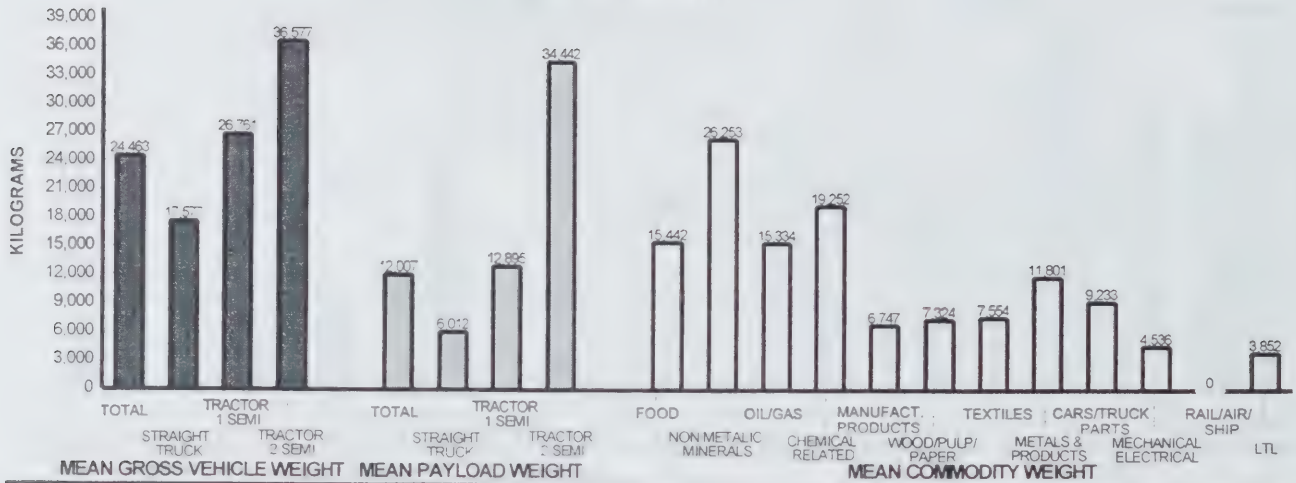


OTHER VEHICLE  
BASE

# NEW HAMBURG R8

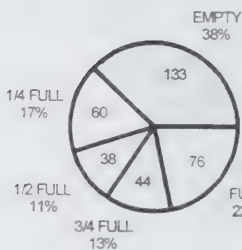
HWY. 7/8, STATION #: 142  
DIRECTION: EAST BOUND

## MEAN WEIGHTS

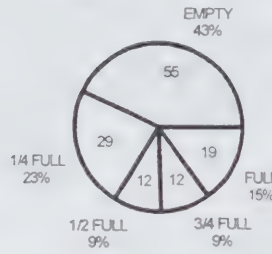


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

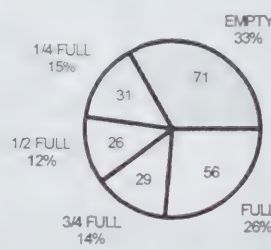
ALL TRUCKS



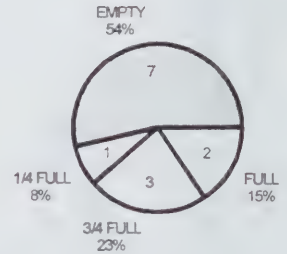
STRAIGHT TRUCK



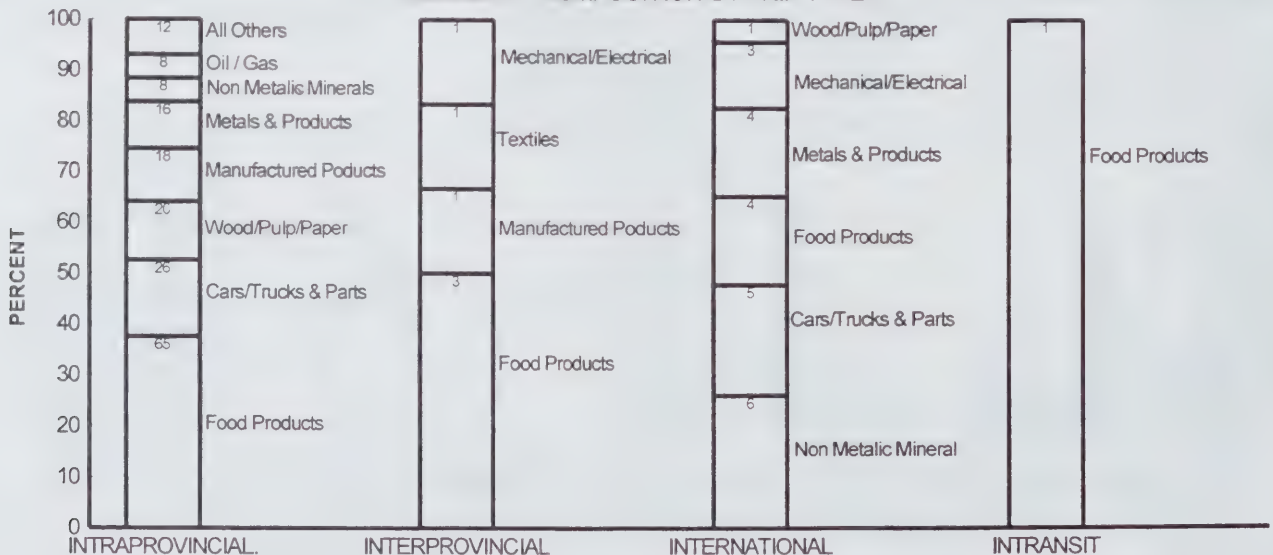
TRACTOR 1 SEMI



TRACTOR 2 SEMI



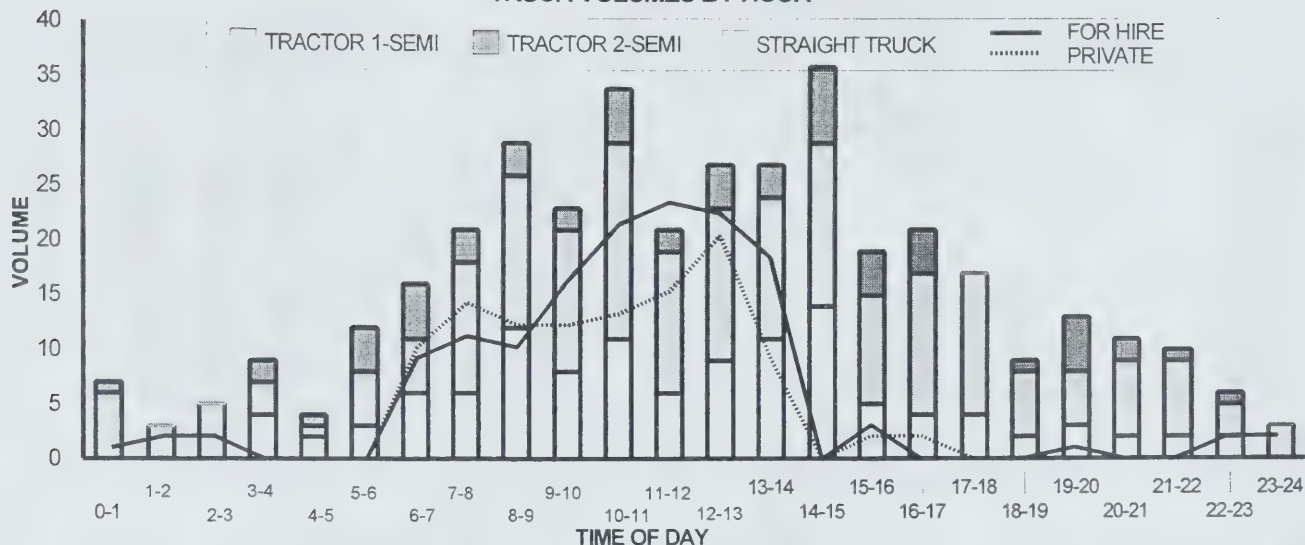
## COMMODITY COMPOSITION BY TRIP TYPE



# DOVER CENTRE R7

HWY. 40, STATION #: 112  
DIRECTION: NORTH BOUND  
LOCATION: 13 KM NORTH OF CHATHAM

## TRUCK VOLUMES BY HOUR

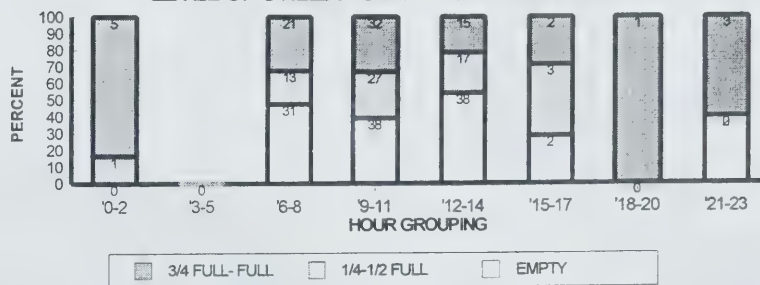


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	7	4	5	9	4	12	16	21	29	23	34	21	27	27	36	19	21	17	9	13	11	10	6	3	384
ALL VEHICLES	40	46	30	19	22	61	228	246	277	200	247	212	227	204	344	211	315	297	235	178	159	142	179	82	4 201
% COMMERCIAL	17.5	8.7	16.7	47.4	18.2	19.7	7.0	8.5	10.5	11.5	13.8	9.9	11.9	13.2	10.5	9.0	6.7	5.7	3.8	7.3	6.9	7.0	3.4	3.7	9.1

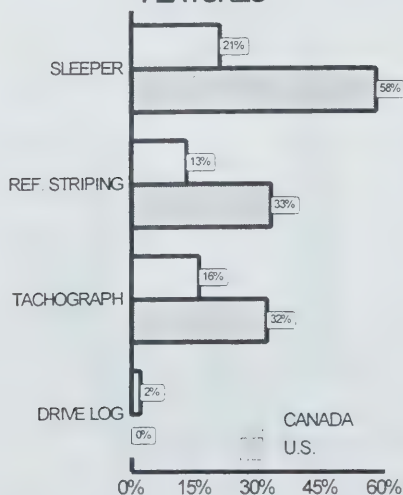
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 16	8	32	48.5%
May 17	3	18	60.0%
May 18	8	28	50.0%
May 19	8	30	43.5%
TOTALS	37	108	44.6%

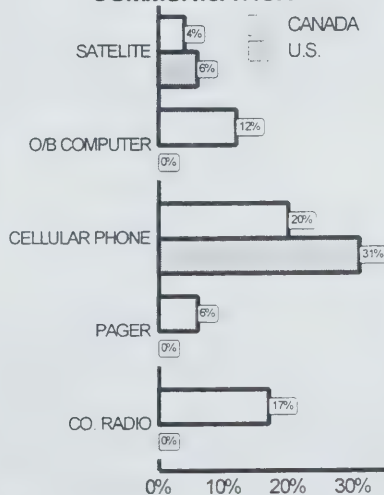
## LEVEL OF UTILIZATION BY HOUR GROUPING



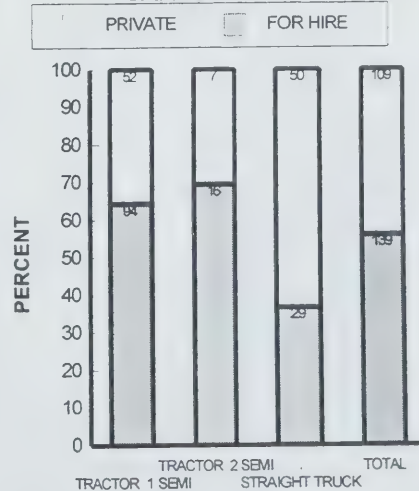
## FEATURES



## COMMUNICATION



## CARRIER TYPE



Values represent frequency or mean, unless identified as percent

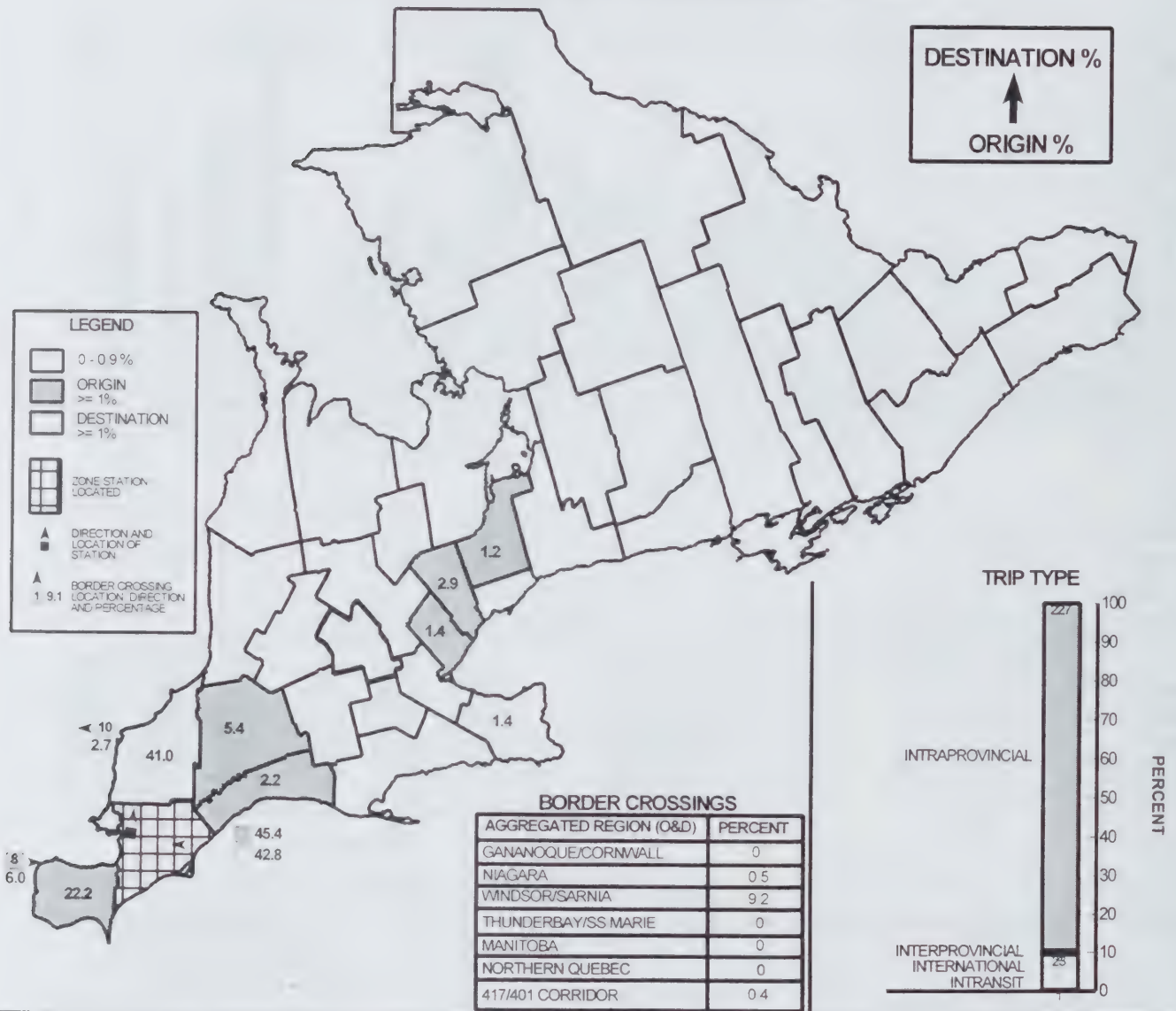


# DOVER CENTRE R7

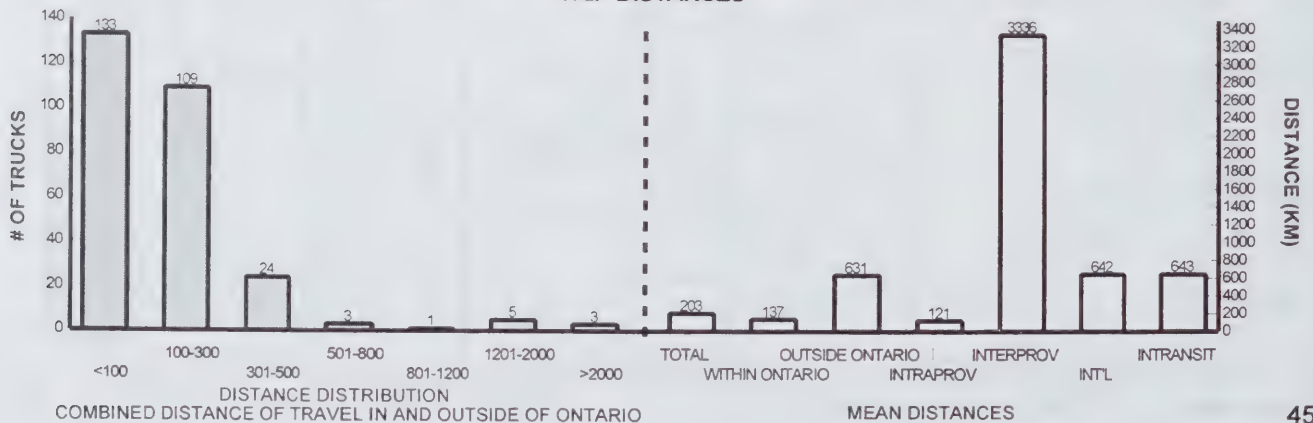
HWY. 40, STATION #: 112

DIRECTION: NORTH BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



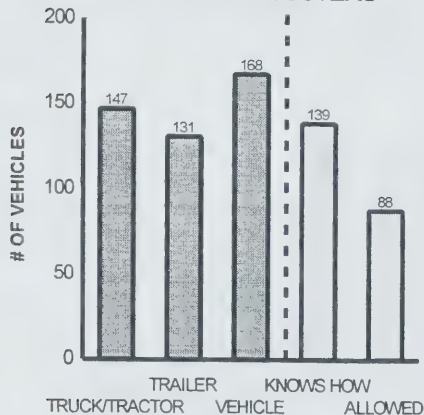
## TRIP DISTANCES



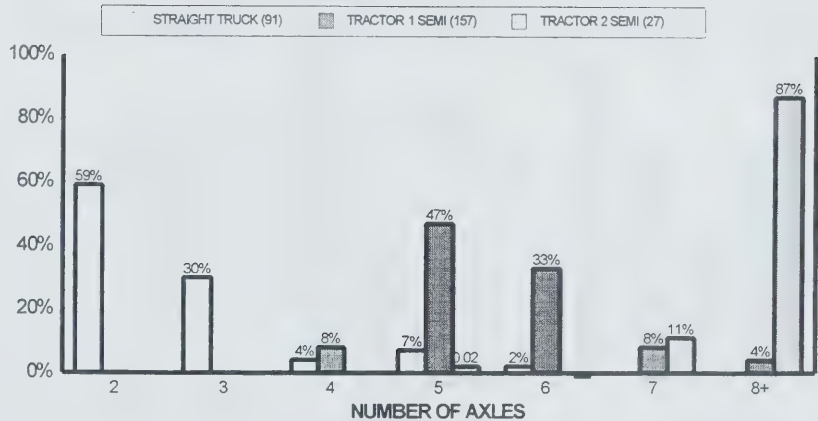
# DOVER CENTRE R7

HWY. 40, STATION #: 112  
DIRECTION: NORTH BOUND

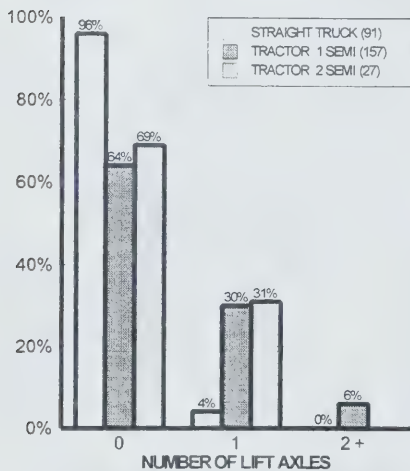
## MANUAL SLACK ADJUSTERS



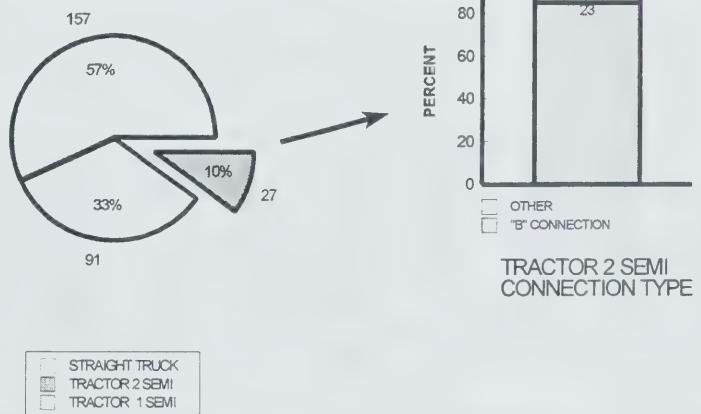
## NUMBER OF AXLES



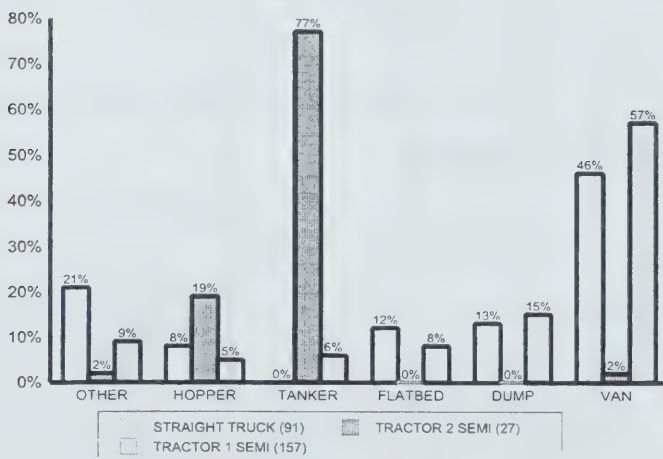
## LIFT AXLES



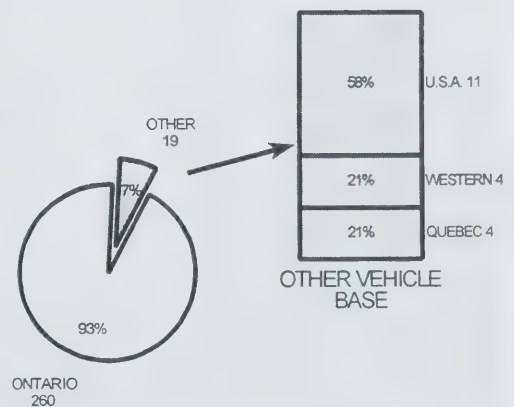
## VEHICLE CONFIGURATION



## BODY STYLE



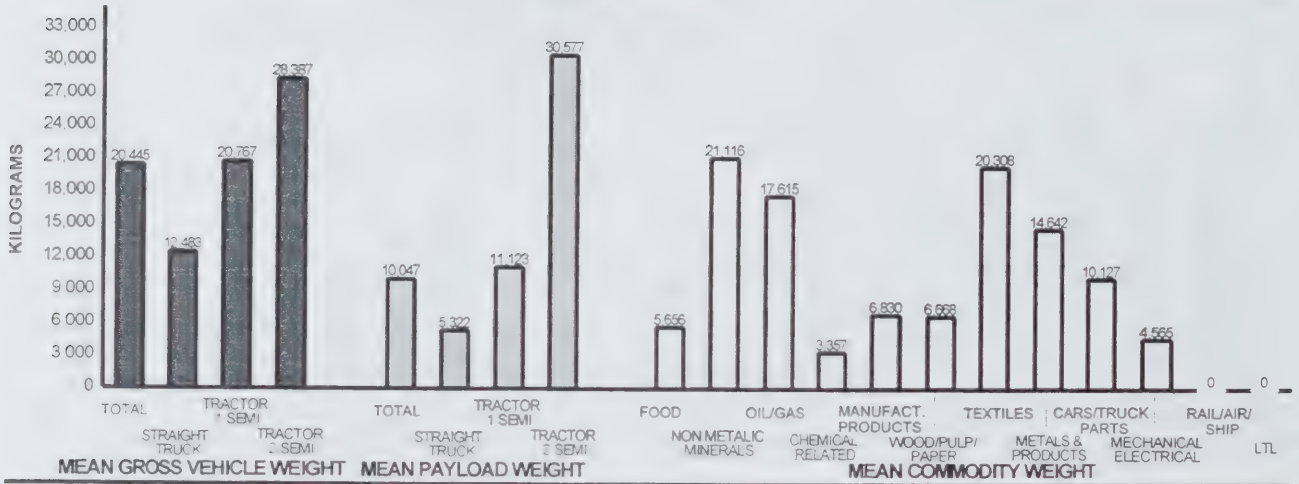
## VEHICLE BASE



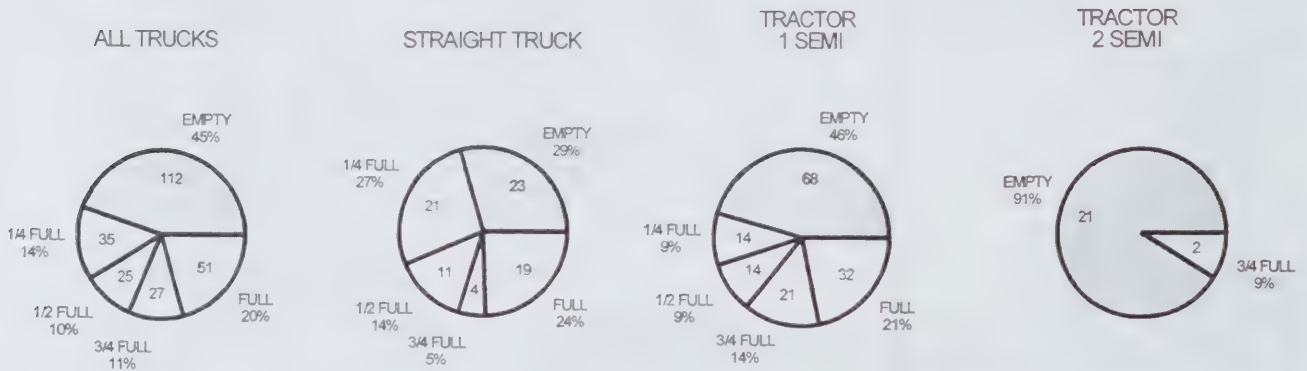
# DOVER CENTRE R7

HWY. 40, STATION #: 112  
DIRECTION: NORTH BOUND

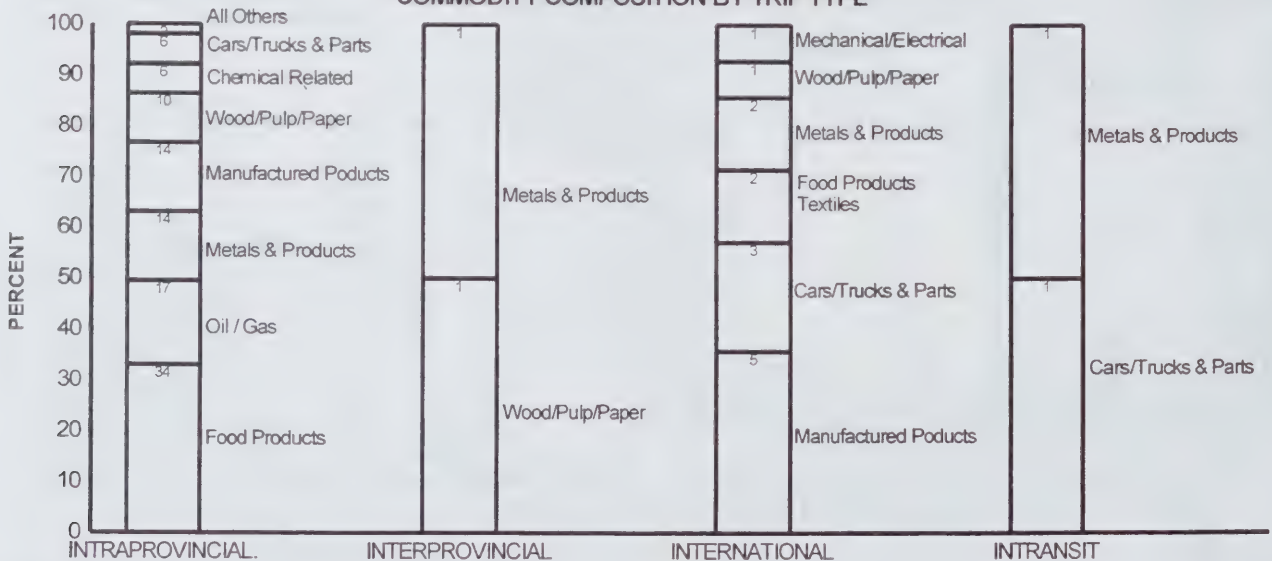
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE

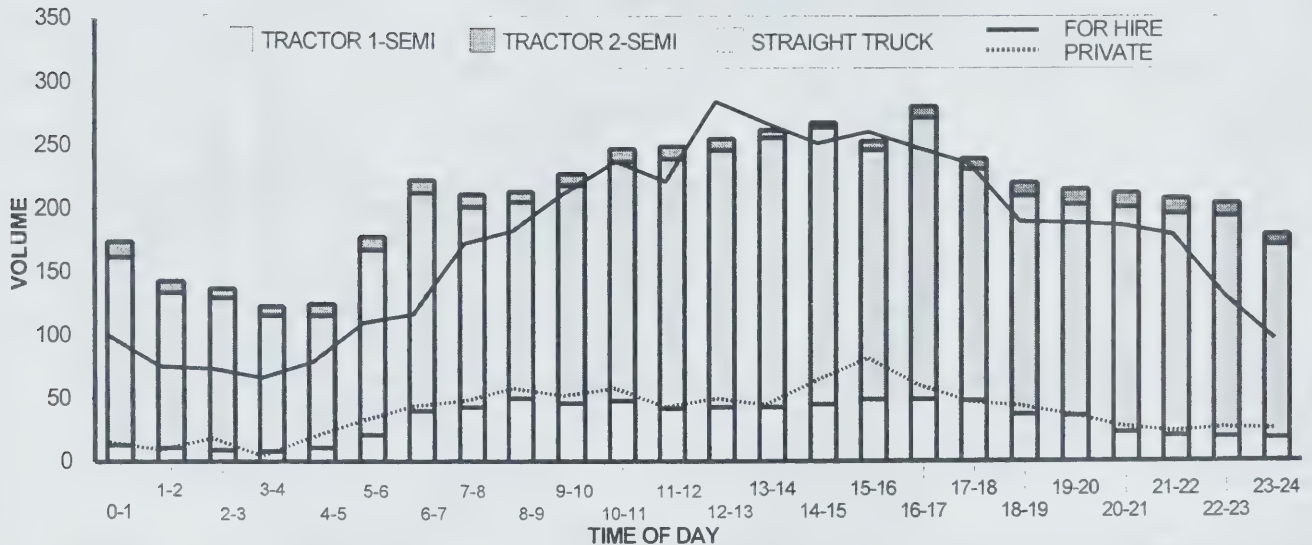




# PUTNAM NORTH 311

HWY. 401, STATION #: 149  
DIRECTION: WEST BOUND  
LOCATION: WEST OF PUTNAM ROAD

## TRUCK VOLUMES BY HOUR

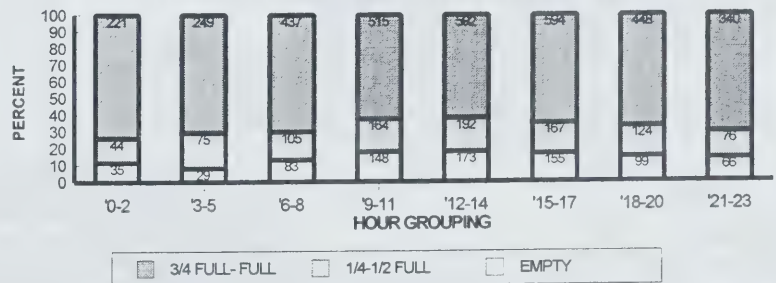


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	174	143	137	123	125	178	223	212	214	228	248	250	256	263	269	254	282	240	221	216	213	209	205	180	5063
ALL VEHICLES	607	423	372	246	187	252	345	547	799	1062	1155	1252	1404	1355	1352	1295	1482	1522	1436	1391	1285	1049	873	692	22383
% COMMERCIAL	28.7	33.8	36.8	50.0	66.8	70.6	64.6	38.8	26.8	21.5	21.5	20.0	18.2	19.4	19.9	19.6	19.0	15.8	15.4	15.5	16.6	19.9	23.5	26.0	22.6

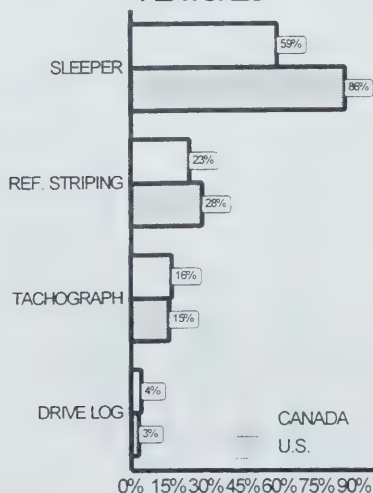
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 13-16	26	313	196.9%
May 23-26	59	679	64.2%
May 27-30	67	426	103.9%
Jun 6-Jul 18	53	474	91.8%
Jul 19-Aug 28	29	224	79.7%
Aug 29-31	21	154	0.636
TOTALS	236	2270	85.1%

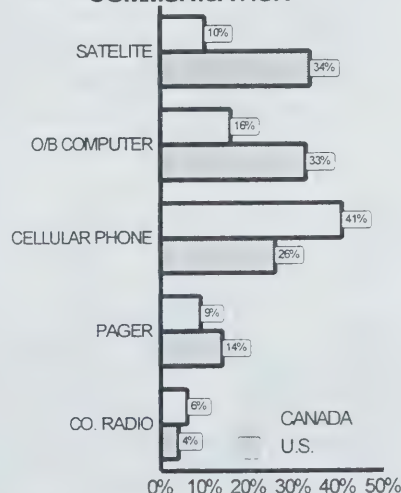
## LEVEL OF UTILIZATION BY HOUR GROUPING



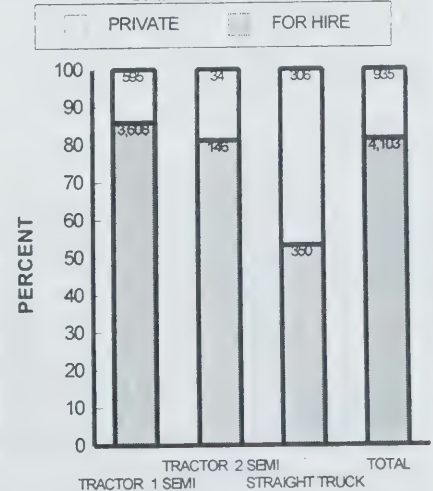
## FEATURES



## COMMUNICATION



## CARRIER TYPE



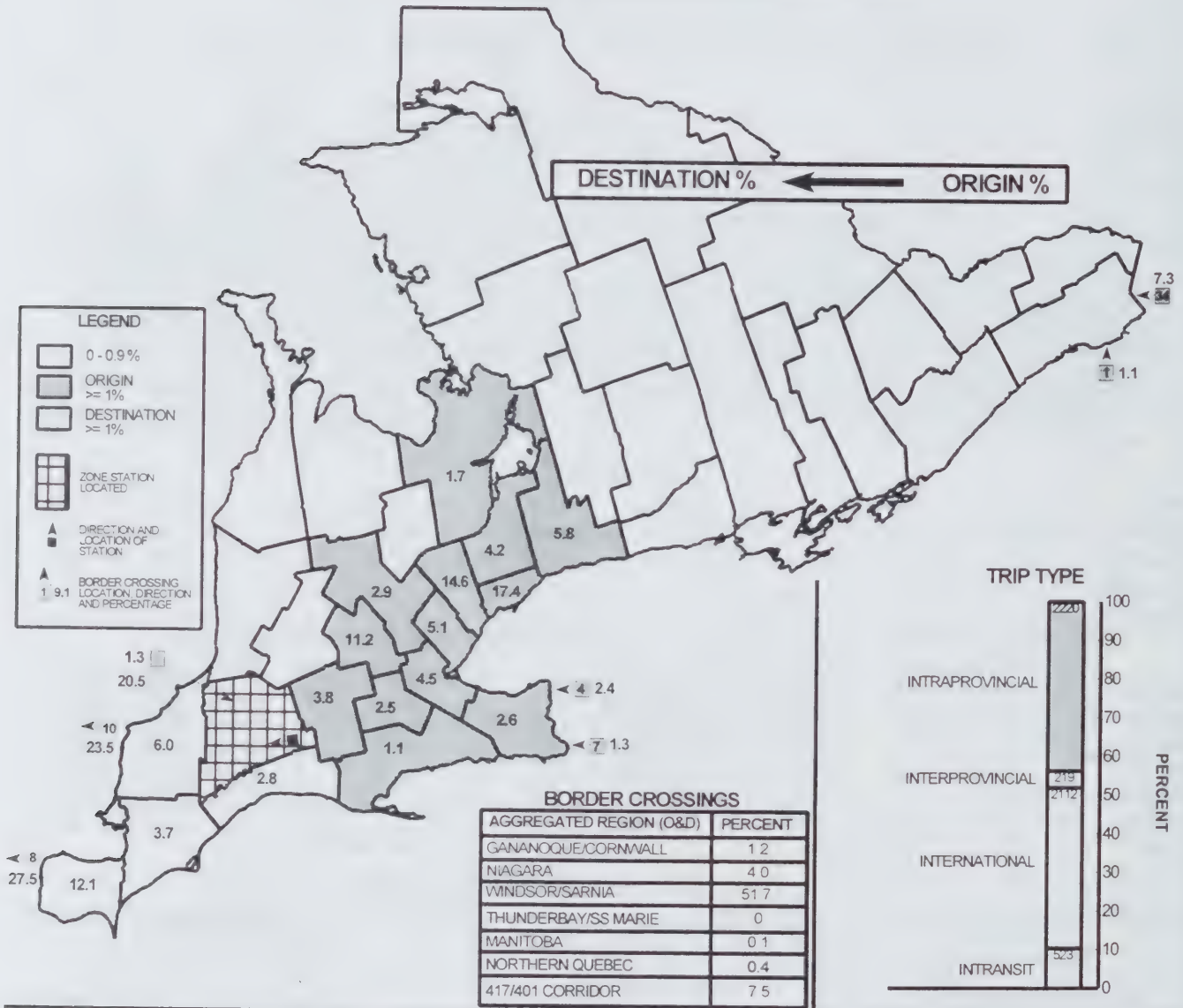
Values represent frequency or mean, unless identified as percent

# PUTNAM NORTH 311

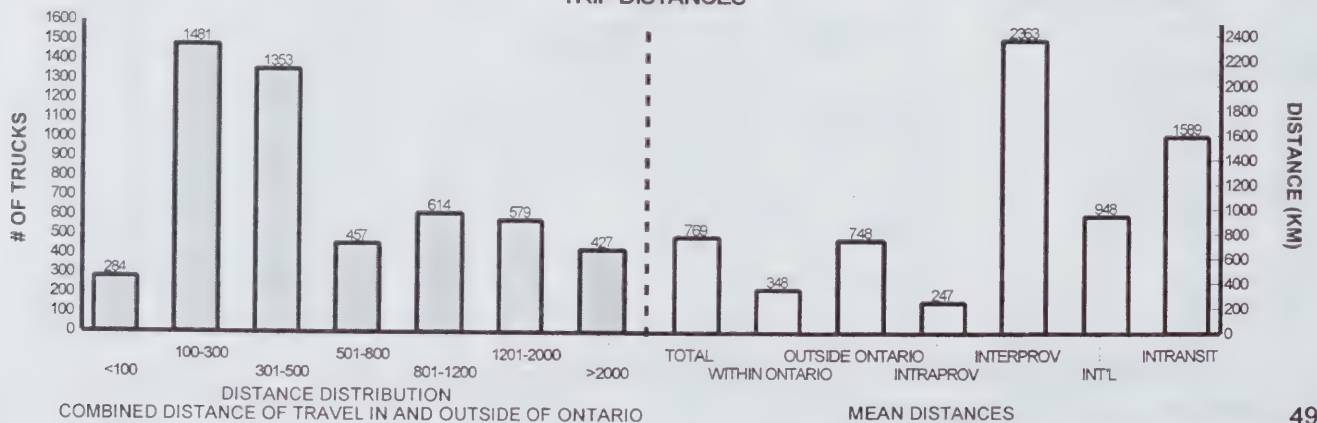
HWY. 401, STATION #: 149

DIRECTION: WEST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES

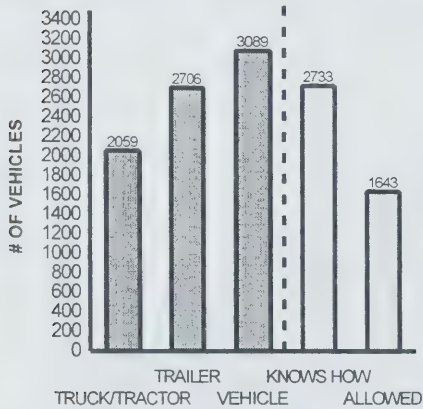


# PUTNAM NORTH 311

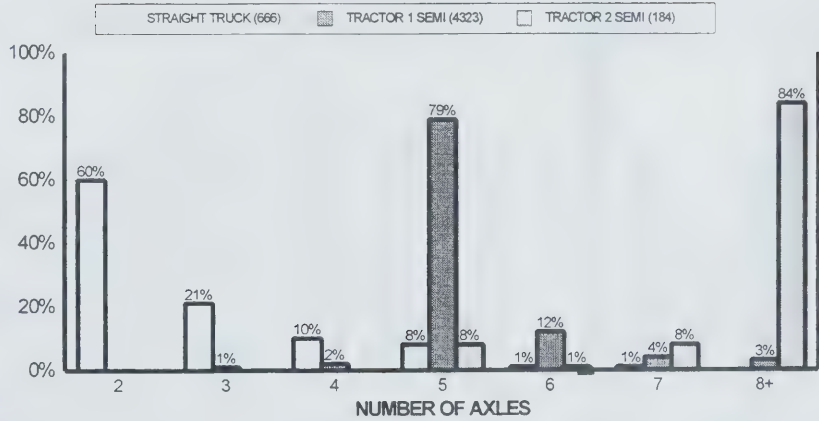
HWY. 401, STATION #: 149

DIRECTION: WEST BOUND

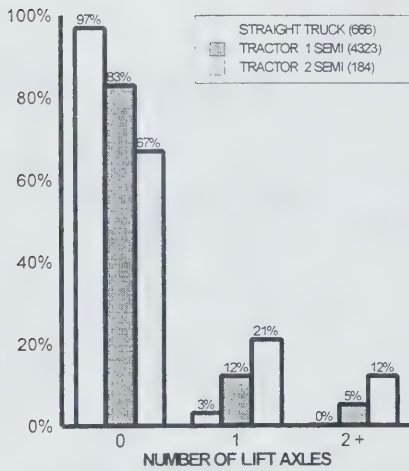
## MANUAL SLACK ADJUSTERS



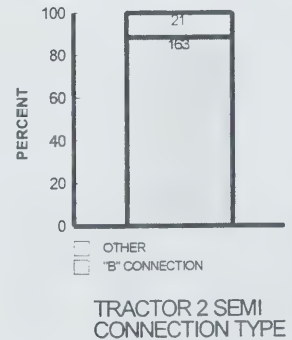
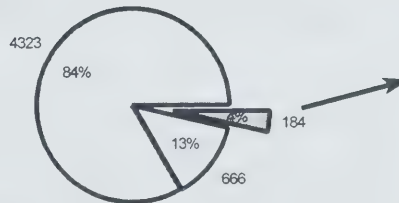
## NUMBER OF AXLES



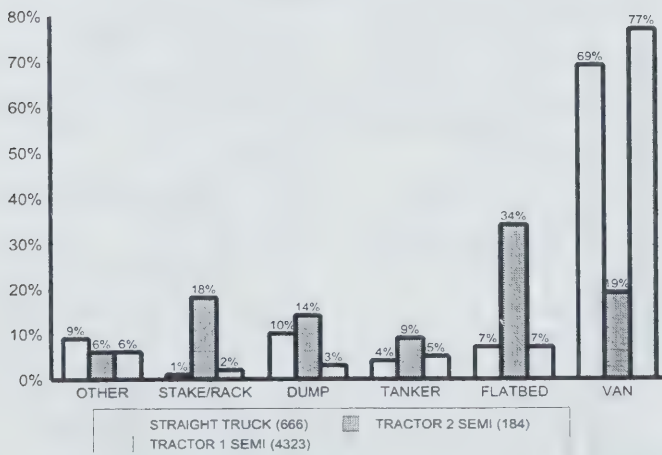
## LIFT AXLES



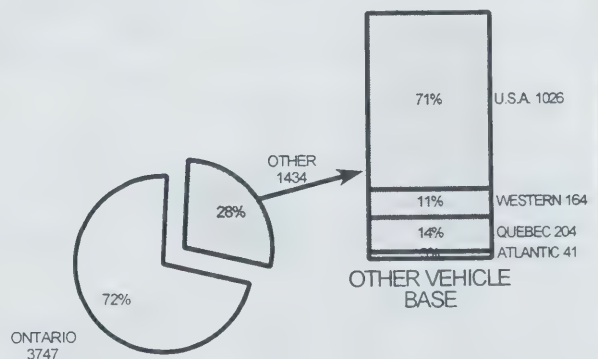
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

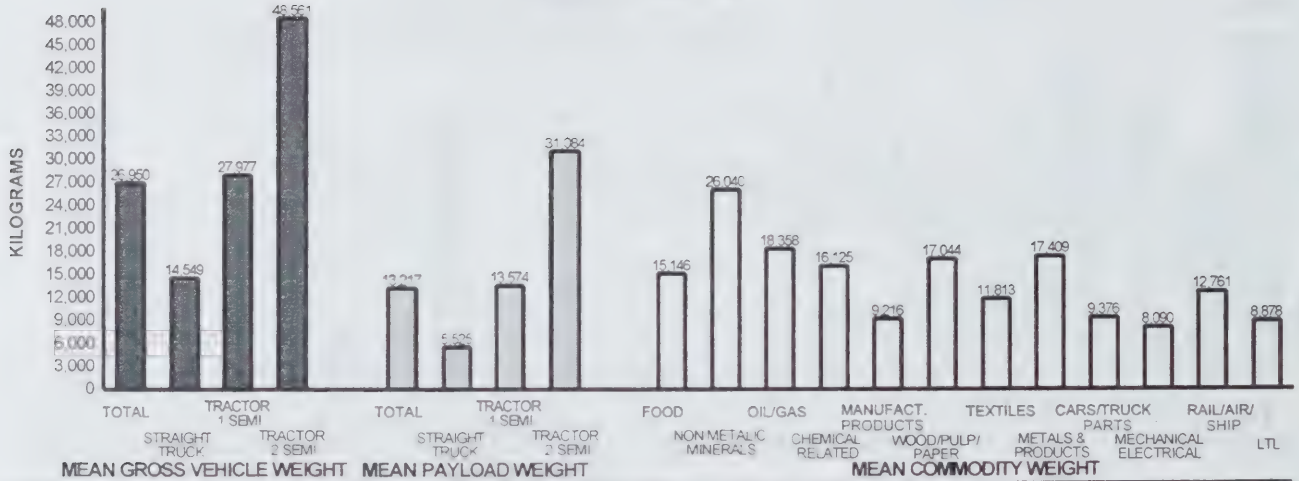




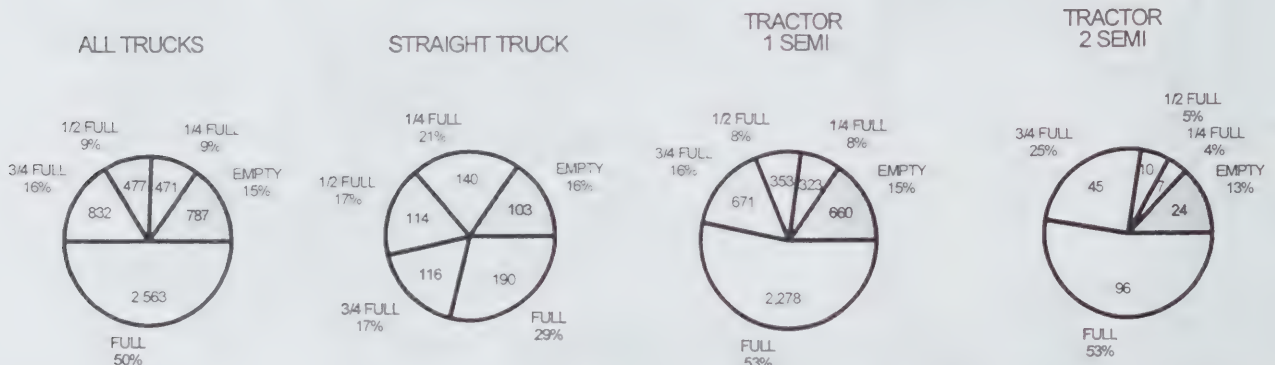
# PUTNAM NORTH 311

HWY. 401, STATION #: 149  
DIRECTION: WEST BOUND

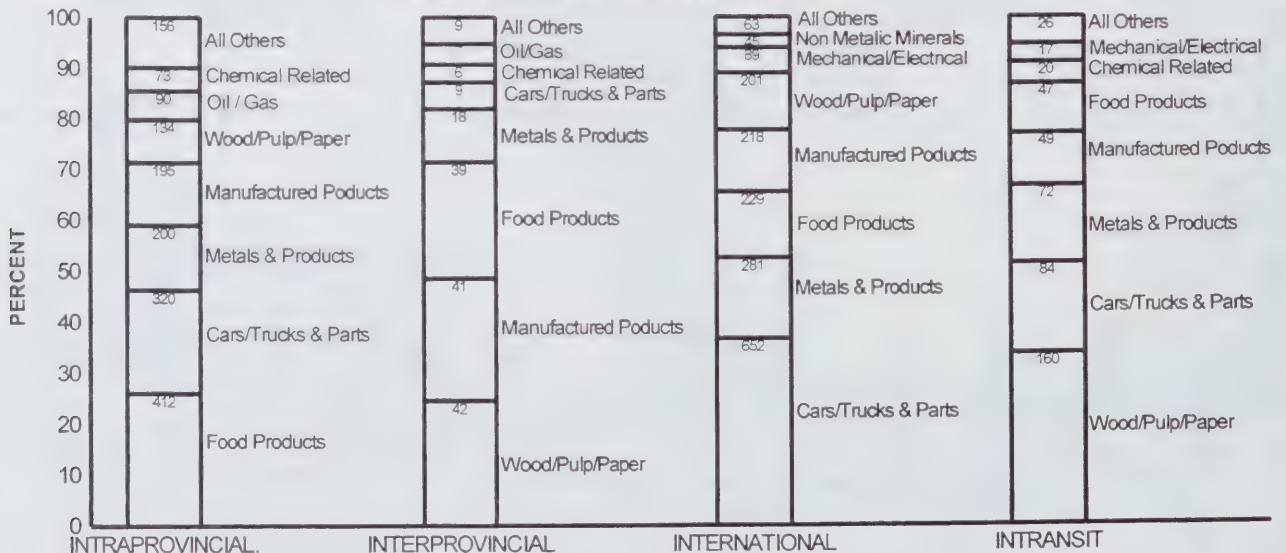
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



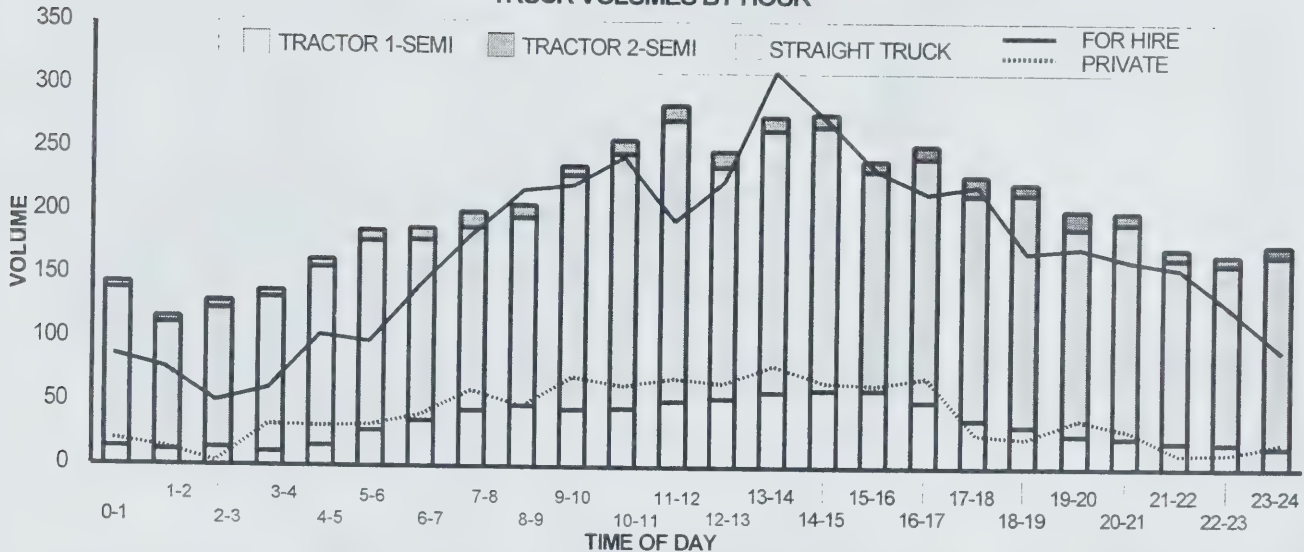
# PUTNAM SOUTH 312

HWY. 401, STATION #: 148

DIRECTION: EAST BOUND

LOCATION: WEST OF PUTNAM ROAD

## TRUCK VOLUMES BY HOUR

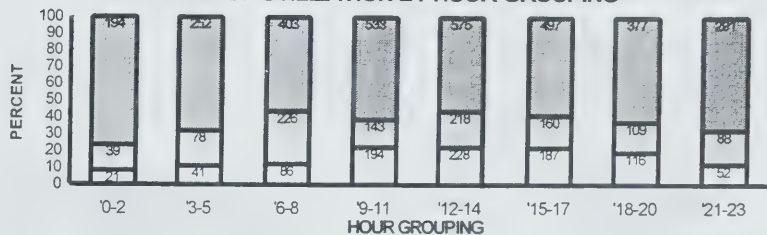


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	144	117	130	138	163	186	188	201	207	238	259	287	250	278	280	243	255	231	225	204	203	174	169	177	4947
ALL VEHICLES	468	285	248	230	232	273	427	752	995	1152	1290	1383	1356	1319	1456	1495	1466	1536	1535	1348	1155	1072	819	645	22937
% COMMERCIAL	30.8	41.1	52.4	60.0	70.3	68.1	44.0	26.7	20.8	20.7	20.1	20.8	18.4	21.1	19.2	16.3	17.4	15.0	14.7	15.1	17.6	16.2	20.6	27.4	21.6

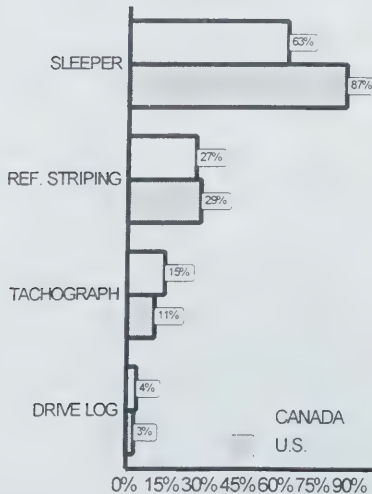
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 15-18	9	331	54.3%
June 3-6	7	384	77.1%
June 7-9	13	251	46.7%
July 19-21	10	124	48.6%
Aug 27-29	39	75	31.8%
TOTALS	143	1165	54.5%

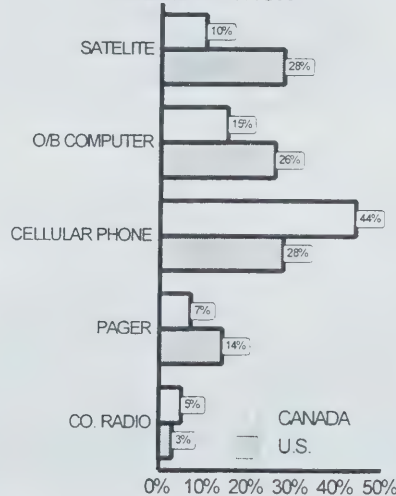
## LEVEL OF UTILIZATION BY HOUR GROUPING



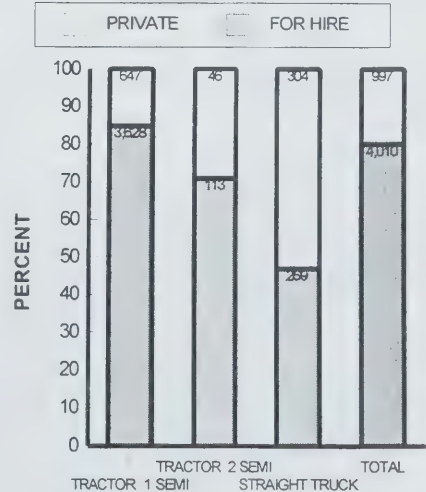
## FEATURES



## COMMUNICATION



## CARRIER TYPE

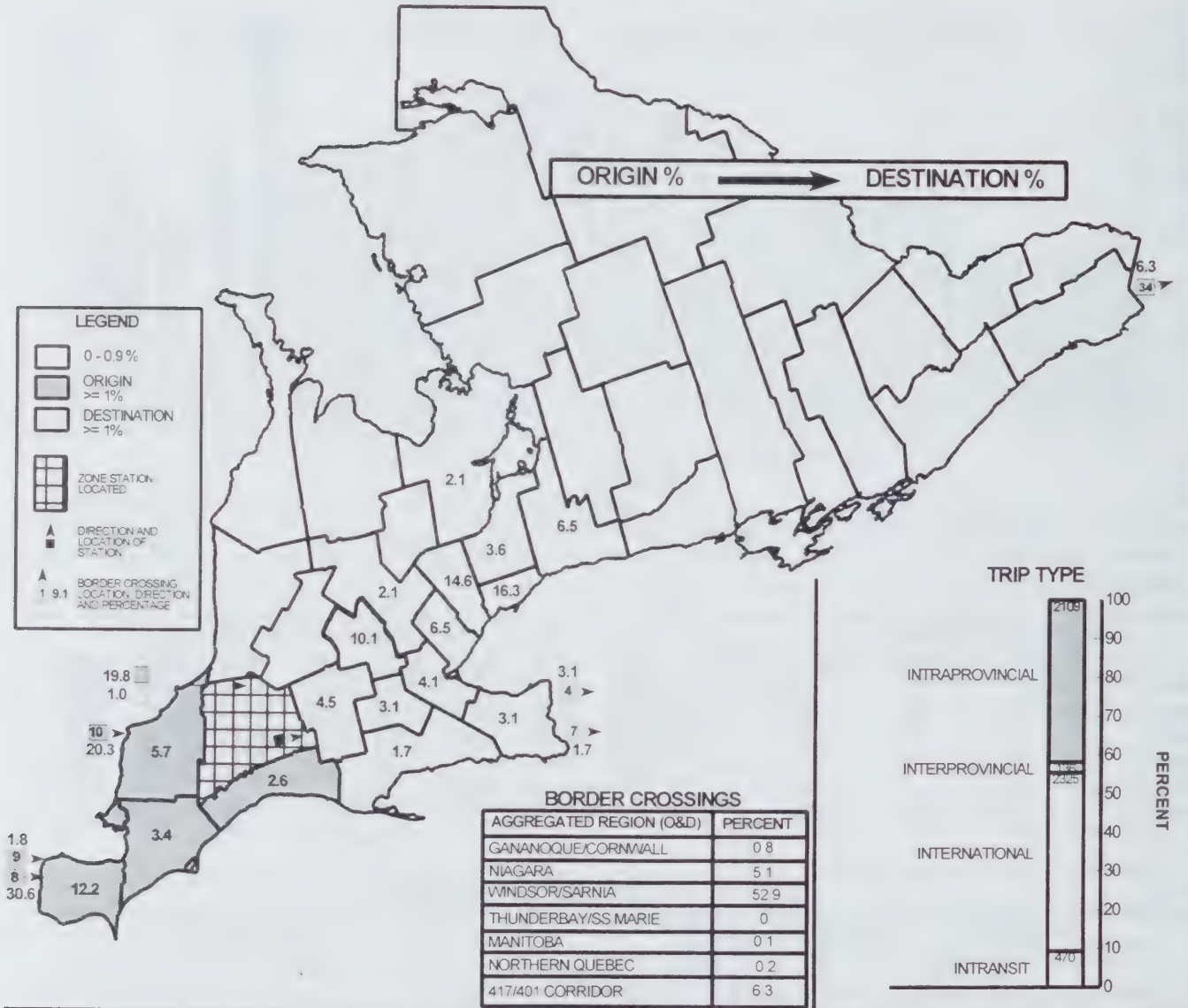


Values represent frequency or mean, unless identified as percent

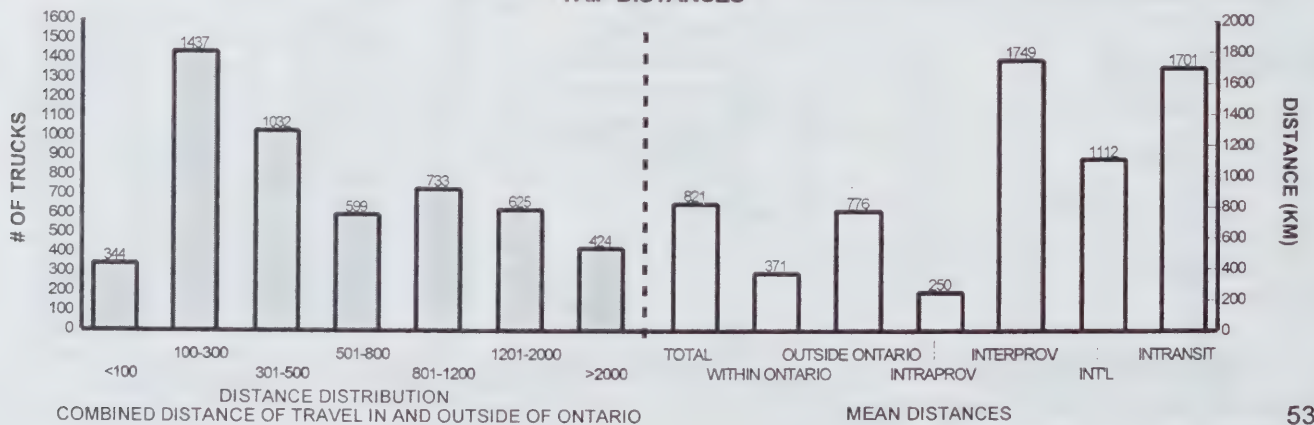
# PUTNAM SOUTH 312

HWY. 401, STATION #: 148  
DIRECTION: EAST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



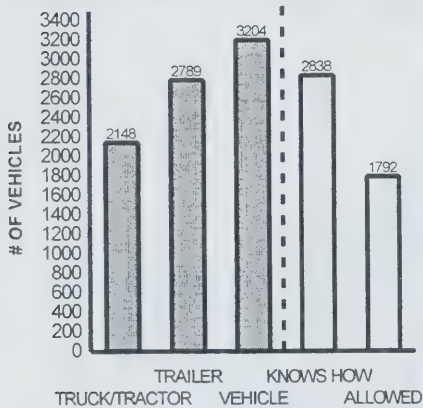


# PUTNAM SOUTH 312

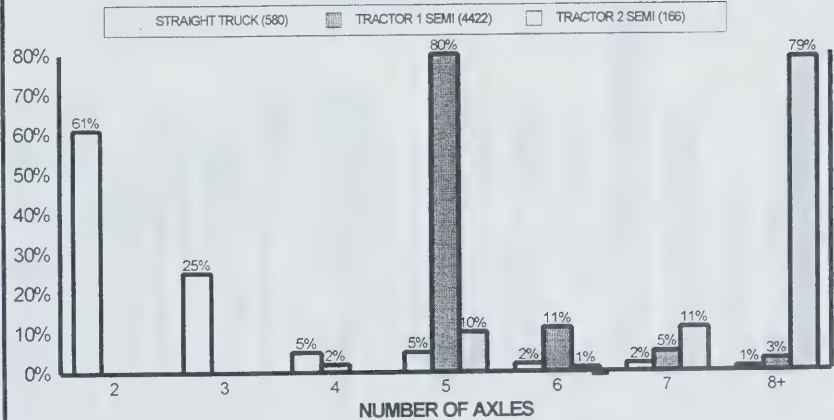
HWY. 401, STATION #: 148

DIRECTION: EAST BOUND

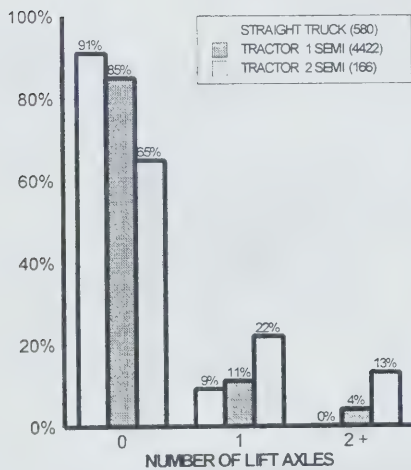
## MANUAL SLACK ADJUSTERS



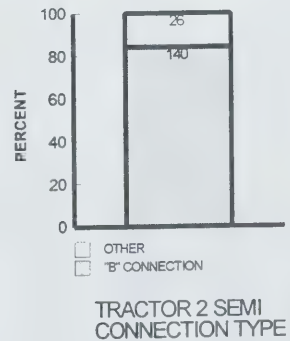
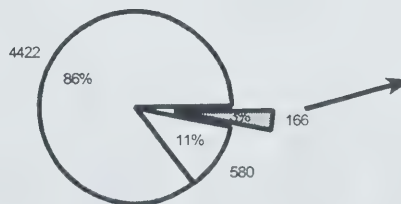
## NUMBER OF AXLES



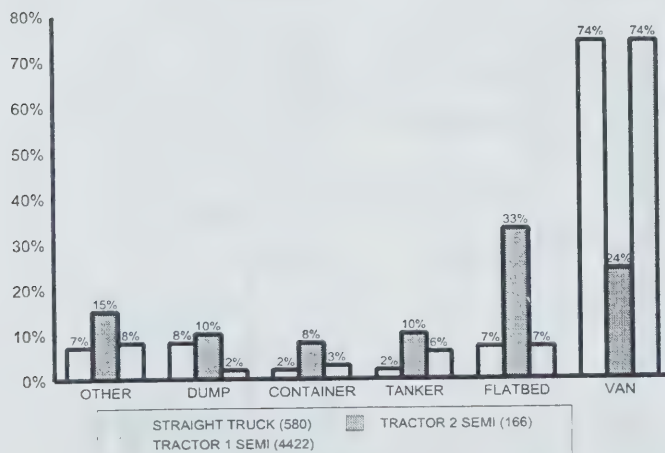
## LIFT AXLES



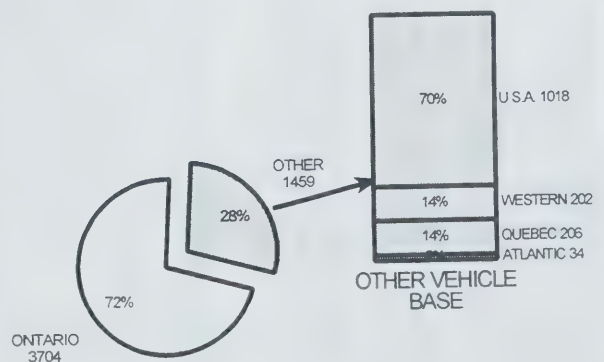
## VEHICLE CONFIGURATION



## BODY STYLE



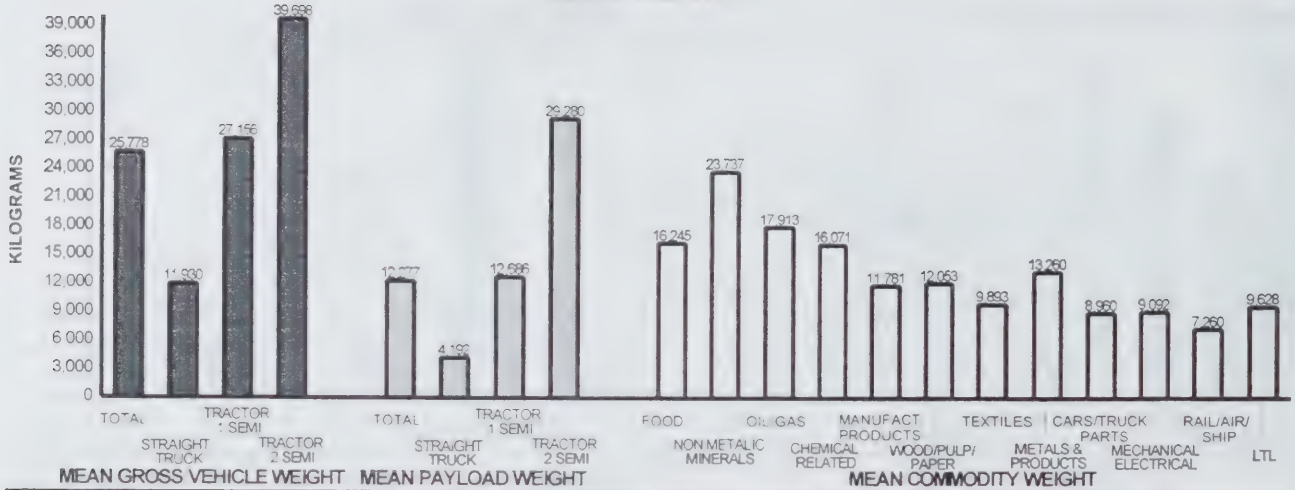
## VEHICLE BASE



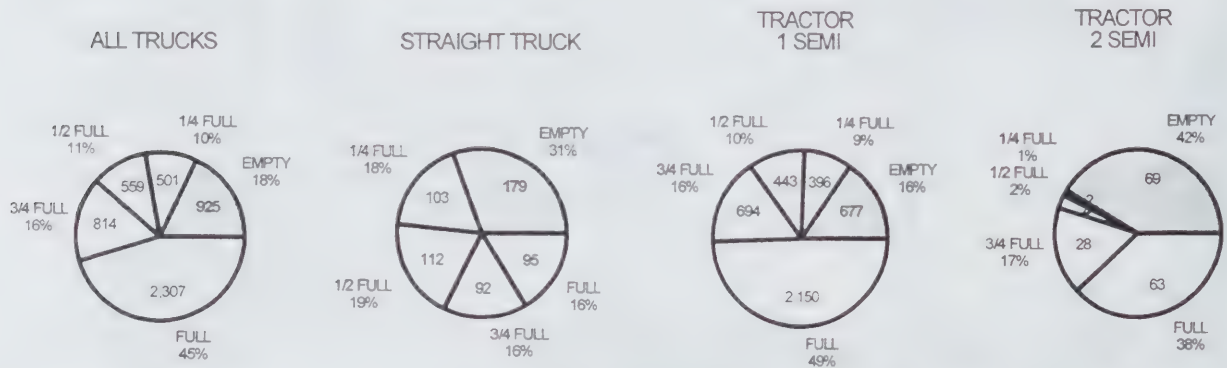
# PUTNAM SOUTH 312

HWY. 401, STATION #: 148  
DIRECTION: EAST BOUND

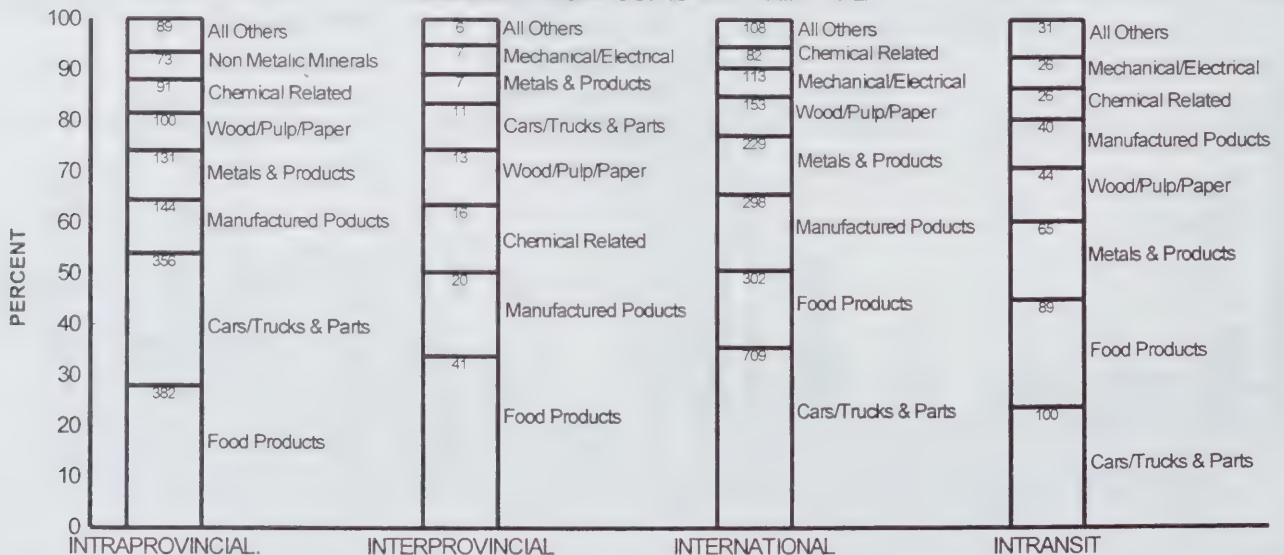
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



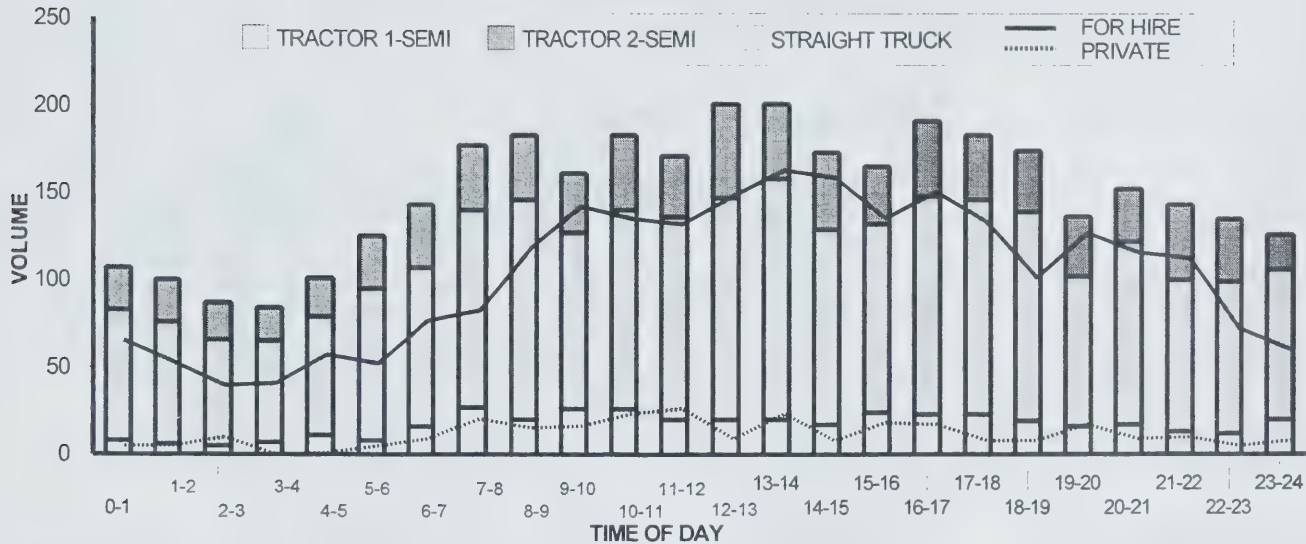
## COMMODITY COMPOSITION BY TRIP TYPE



# WINDSOR NORTH 321

HWY. 401, STATION #: 166  
DIRECTION: WEST BOUND  
LOCATION: 2.7 KM WEST OF EXIT 21

## TRUCK VOLUMES BY HOUR

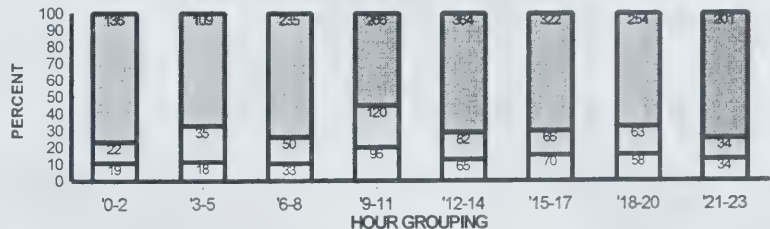


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	107	100	87	84	101	125	143	177	183	161	183	171	201	201	173	165	191	183	174	136	152	143	135	126	3602
ALL VEHICLES	202	147	124	118	128	209	550	711	623	551	544	506	532	558	564	584	651	680	572	424	375	371	315	272	10311
% COMMERCIAL	53.0	68.0	70.2	71.2	78.9	59.8	26.0	24.9	29.4	29.2	33.6	33.8	37.8	36.0	30.7	28.3	29.3	26.9	30.4	32.1	40.5	38.8	42.9	46.3	34.9

## SURVEYING SUMMARY

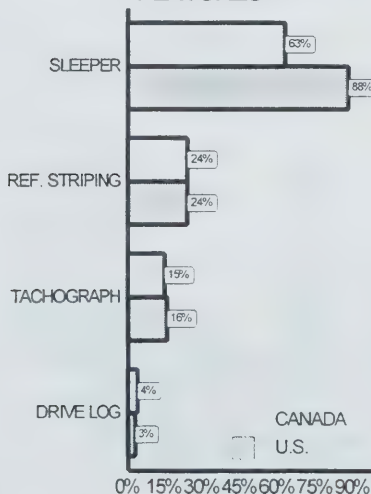
	# HOURS	# SURVEYS	% SAMPLED
Jul 24-26	34	277	56.1%
Jul 27-30	44	332	109.2%
Sep 22-27	25	119	71.3%
Sep 28-30	50	163	46.2%
TOTALS	153	891	67.6%

## LEVEL OF UTILIZATION BY HOUR GROUPING

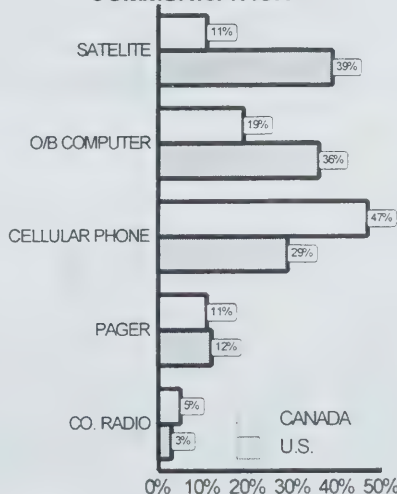


3/4 FULL-FULL 1/4-1/2 FULL EMPTY

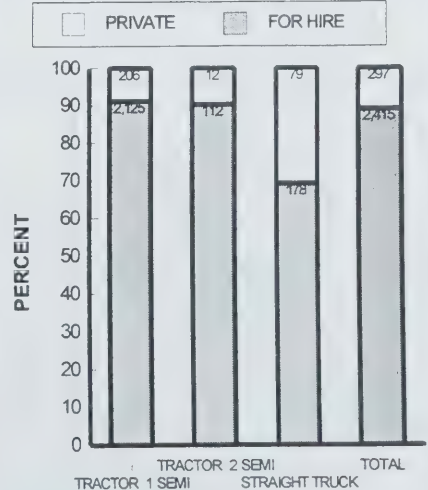
## FEATURES



## COMMUNICATION



## CARRIER TYPE



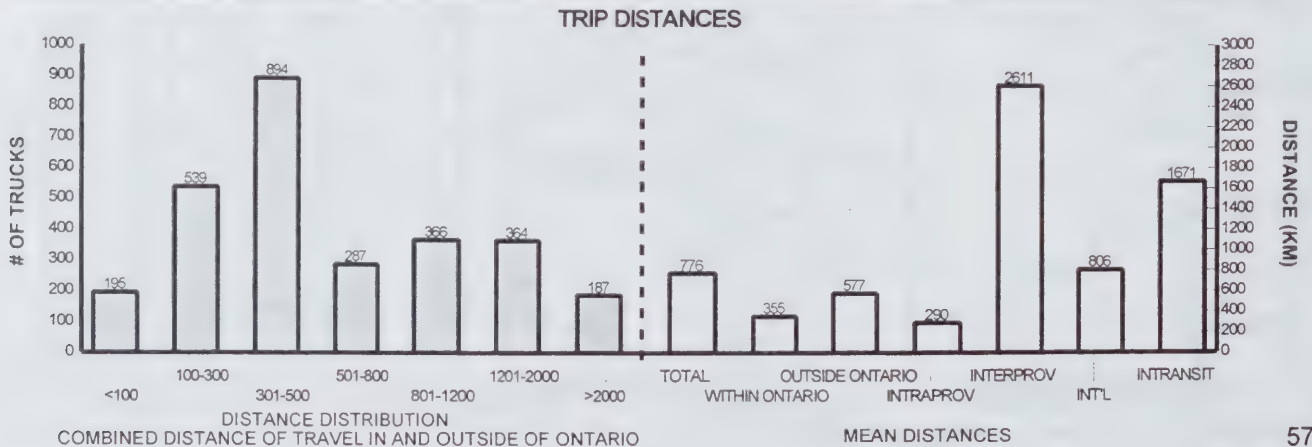
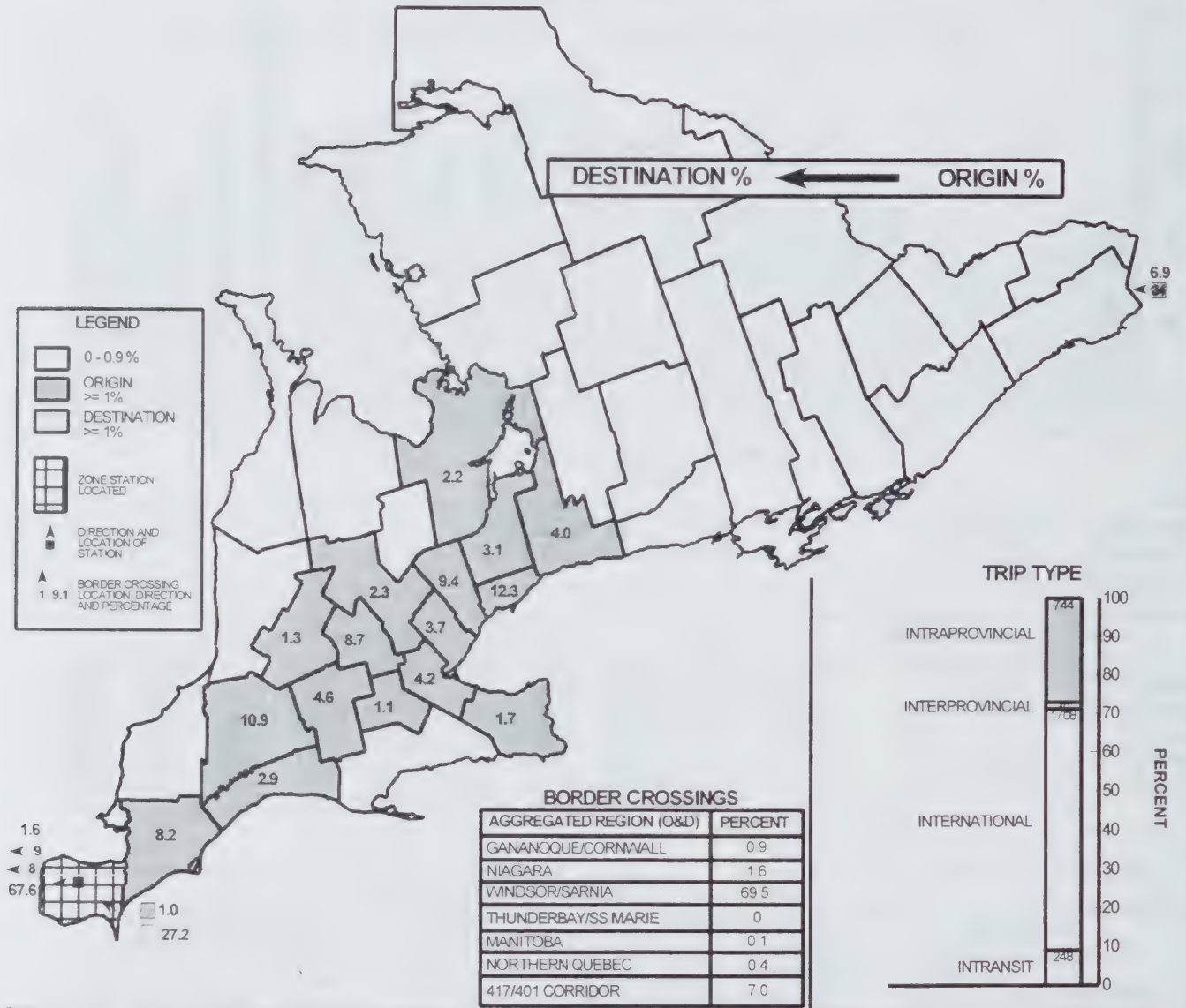
Values represent frequency or mean, unless identified as percent



# WINDSOR NORTH 321

HWY. 401, STATION #: 166  
DIRECTION: WEST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



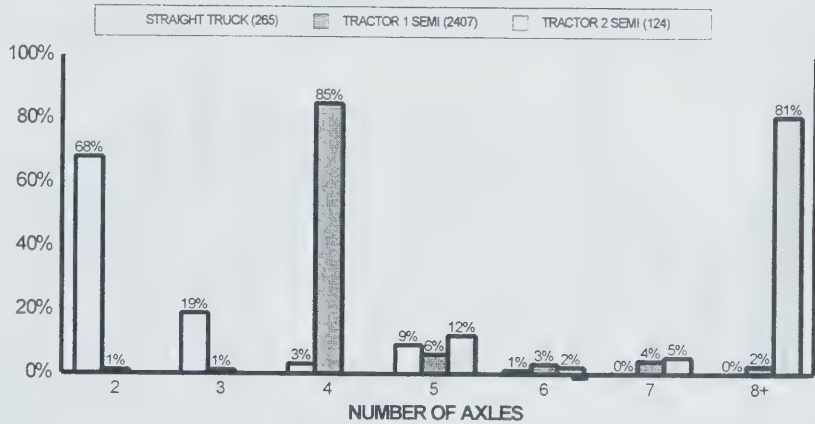
# WINDSOR NORTH 321

HWY. 401, STATION #: 166  
DIRECTION: WEST BOUND

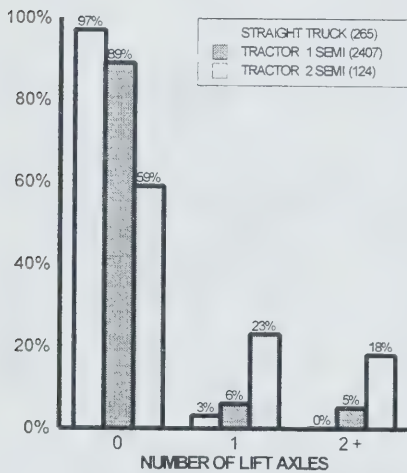
## MANUAL SLACK ADJUSTERS



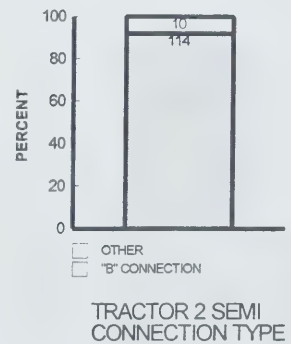
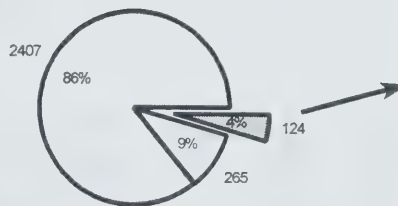
## NUMBER OF AXLES



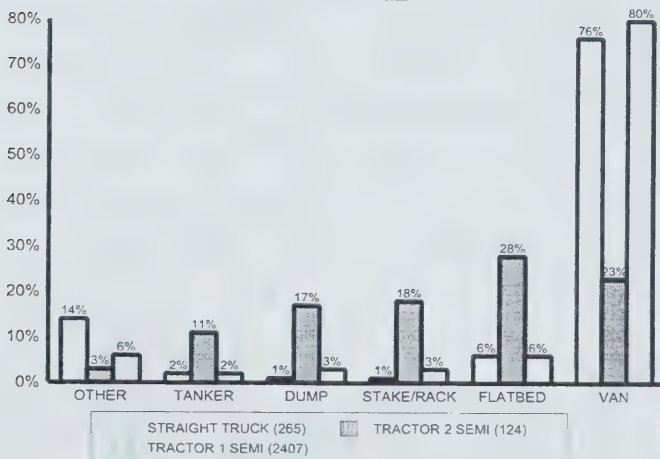
## LIFT AXLES



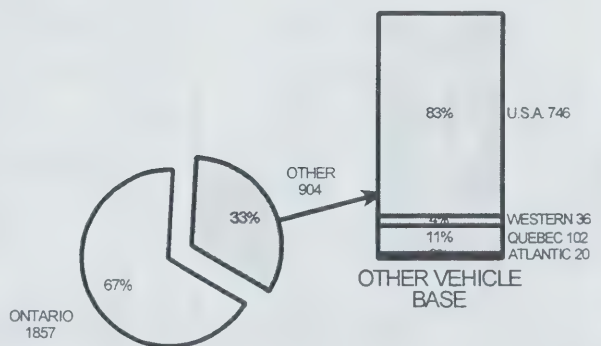
## VEHICLE CONFIGURATION



## BODY STYLE



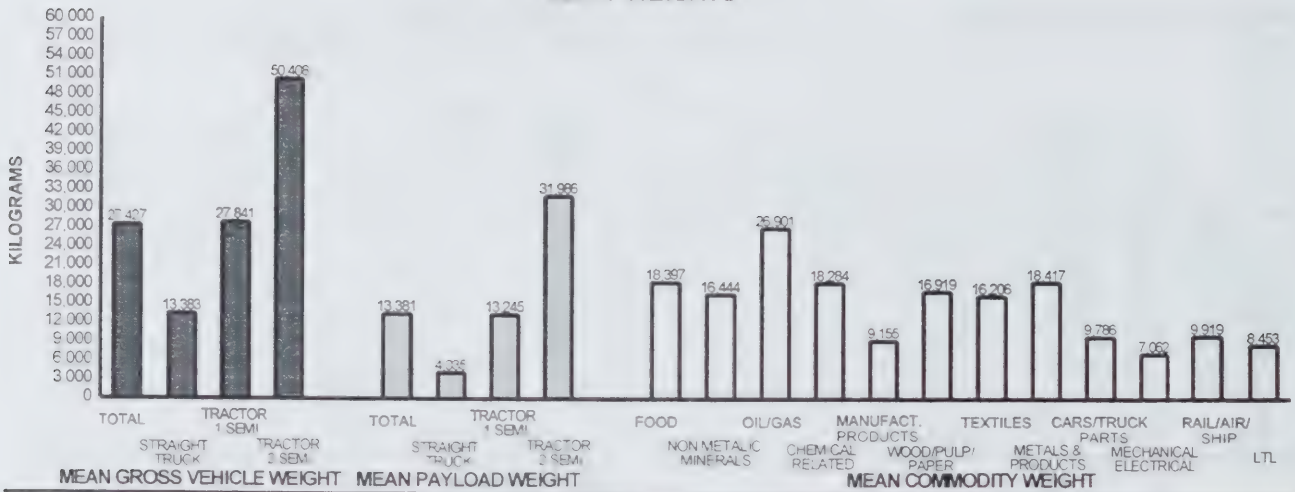
## VEHICLE BASE



# WINDSOR NORTH 321

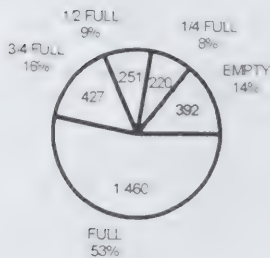
HWY. 401, STATION #: 166  
DIRECTION: WEST BOUND

## MEAN WEIGHTS

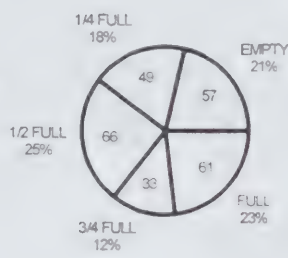


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

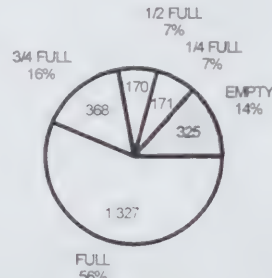
### ALL TRUCKS



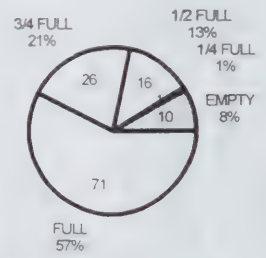
### STRAIGHT TRUCK



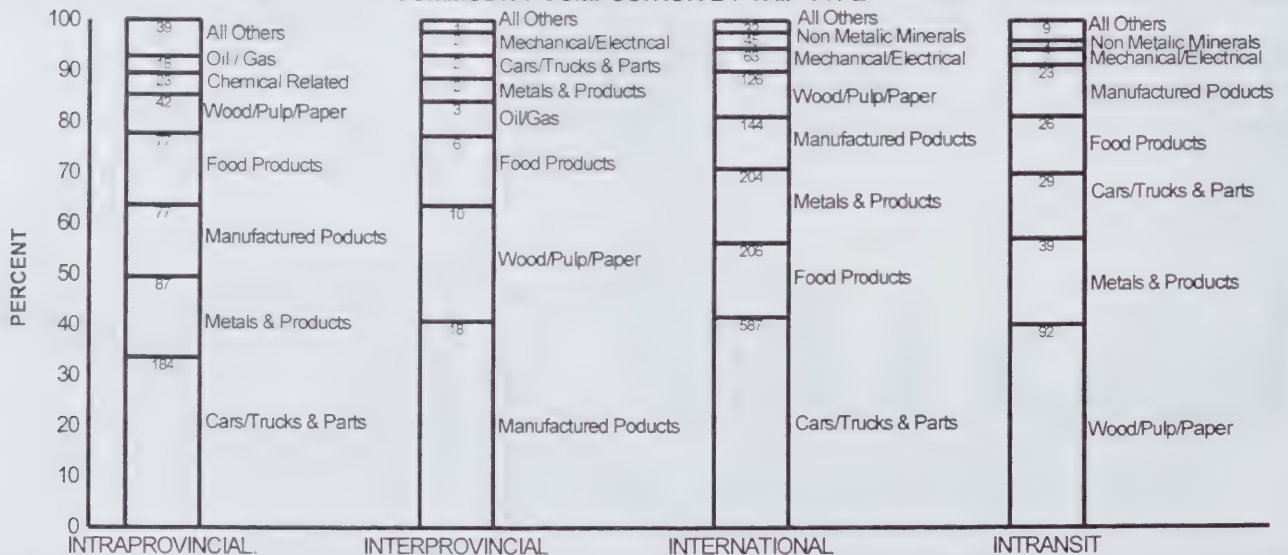
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE





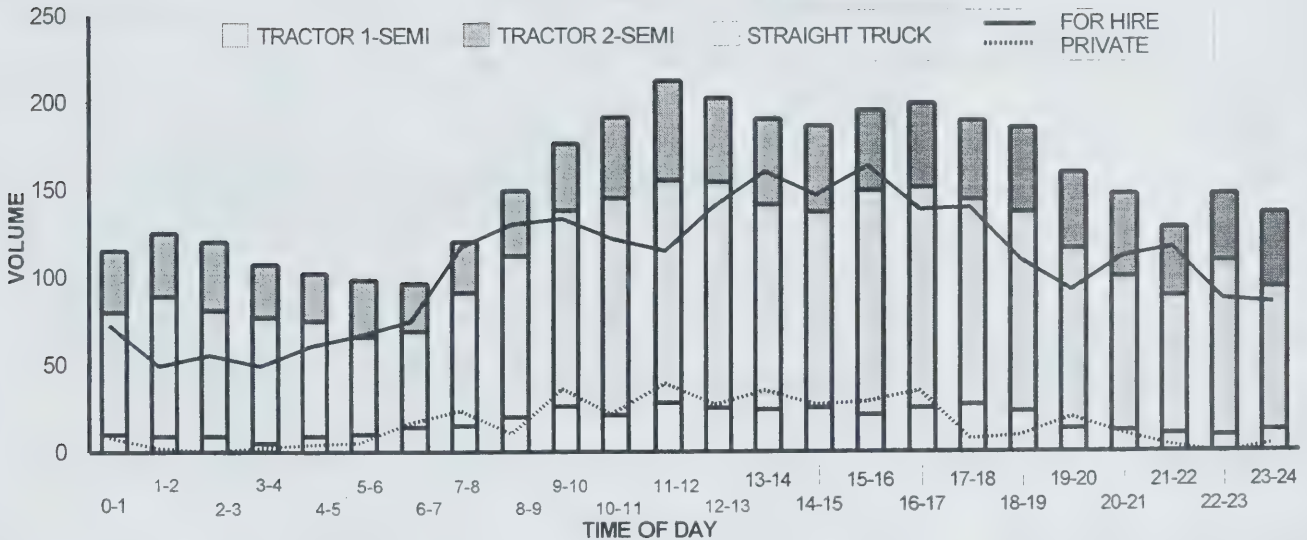
# WINDSOR SOUTH 322

HWY. 401, STATION #: 165

DIRECTION: EAST BOUND

LOCATION: 2.7 KM EAST OF EXIT 21

## TRUCK VOLUMES BY HOUR

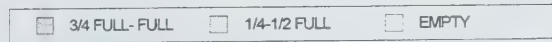
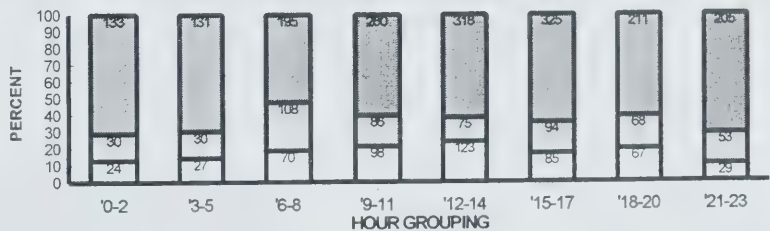


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	115	125	120	107	102	98	96	120	149	176	191	212	202	190	186	195	199	189	185	159	147	128	147	136	3674
ALL VEHICLES	208	172	162	136	145	170	283	508	531	557	594	589	625	560	607	765	889	814	607	441	361	347	303	285	10659
% COMMERCIAL	55.3	72.7	74.1	78.7	70.3	57.6	33.9	23.6	28.1	31.6	32.2	36.0	32.3	33.9	30.6	25.5	22.4	23.2	30.5	36.1	40.7	36.9	48.5	47.7	34.5

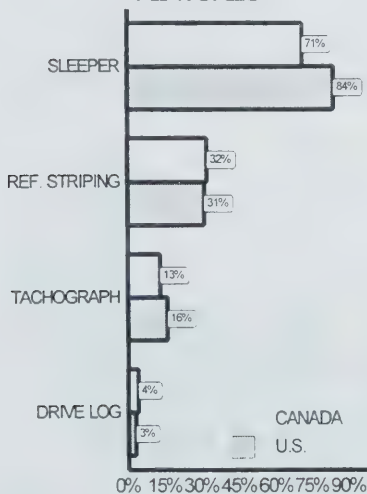
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 15-17	47	265	42.7%
May 18-19	28	176	47.4%
Sep 23-26	31	160	85.1%
Sep 27-30	43	123	54.7%
TOTALS	149	724	51.2%

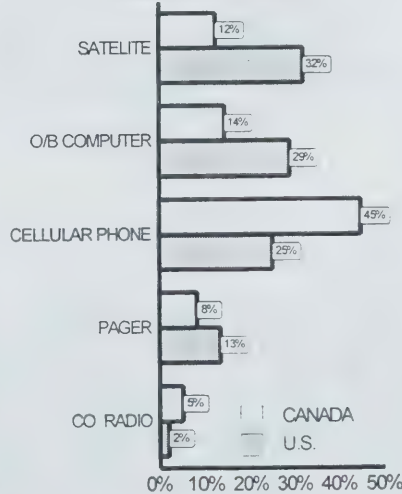
## LEVEL OF UTILIZATION BY HOUR GROUPING



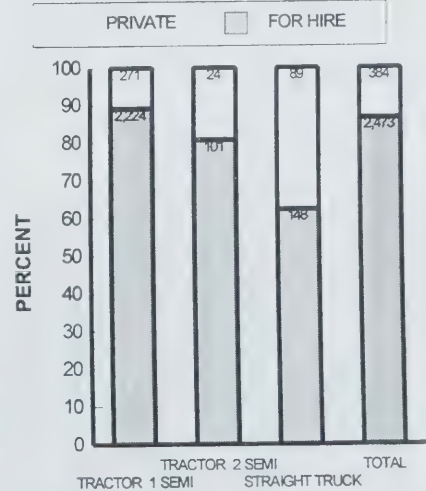
## FEATURES



## COMMUNICATION



## CARRIER TYPE



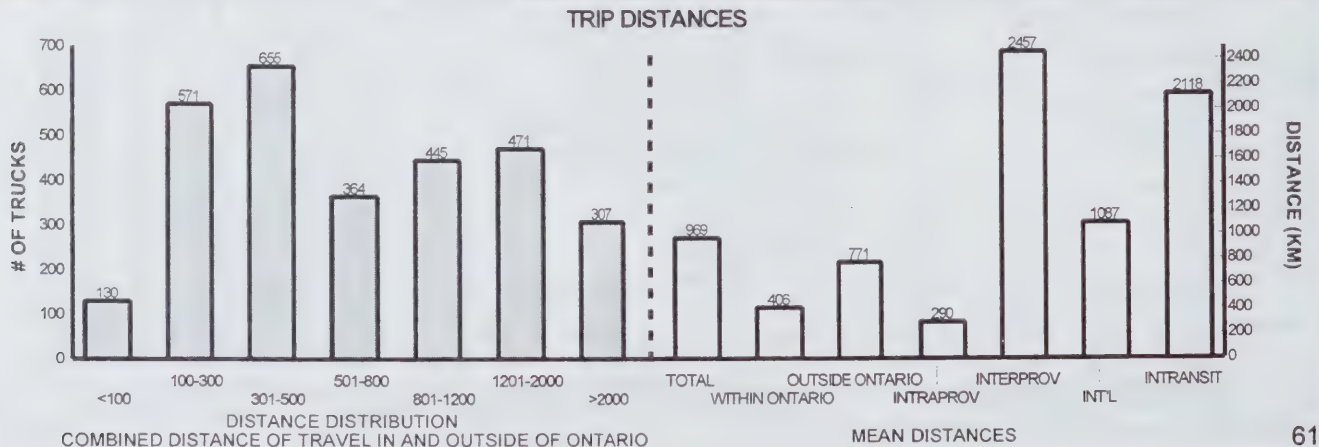
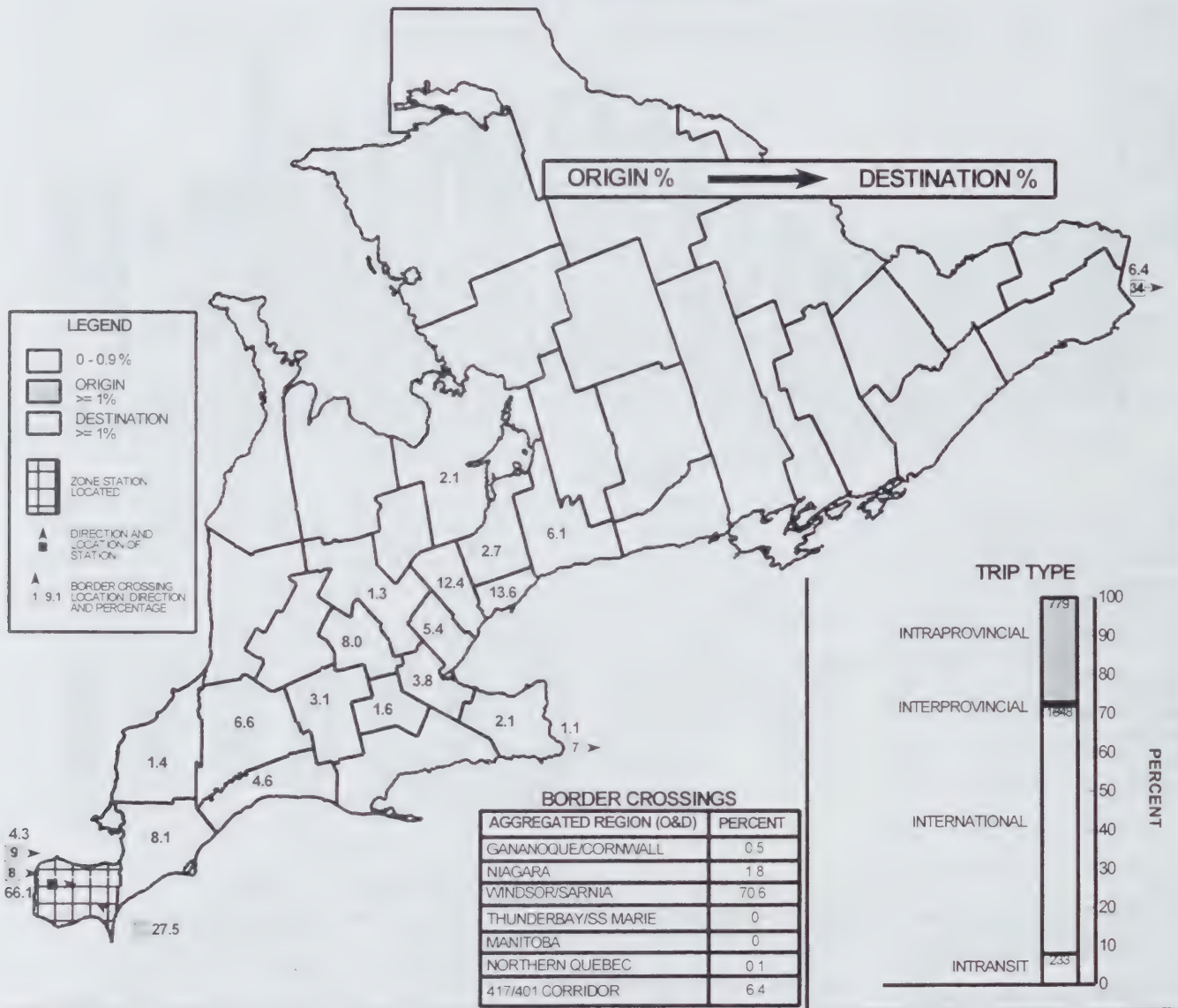
Values represent frequency or mean, unless identified as percent

# WINDSOR SOUTH 322

HWY. 401, STATION #: 165

DIRECTION: EAST BOUND

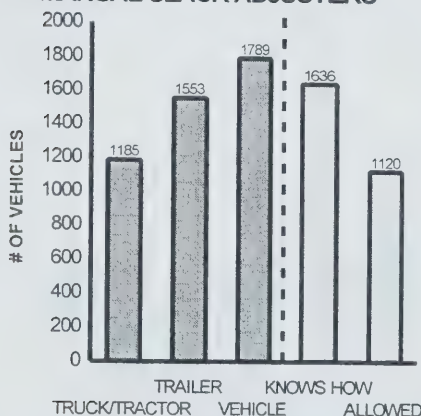
ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



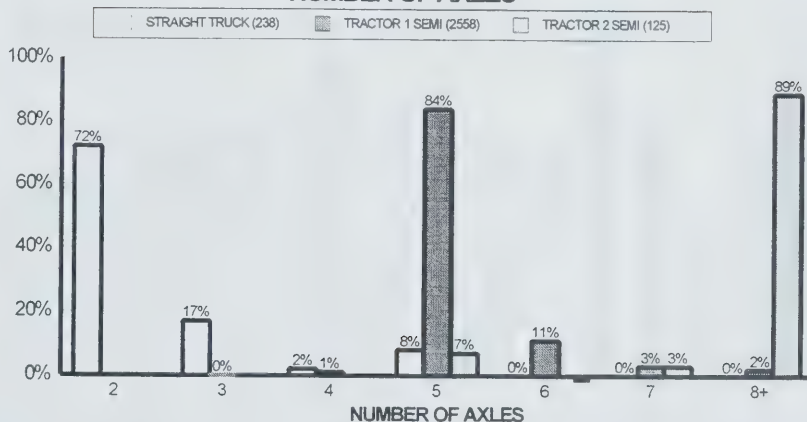
# WINDSOR SOUTH 322

HWY. 401, STATION #: 165  
DIRECTION: EAST BOUND

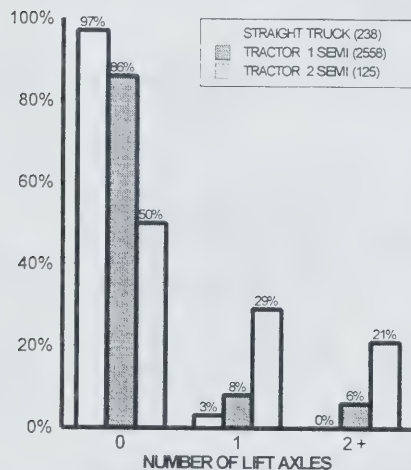
## MANUAL SLACK ADJUSTERS



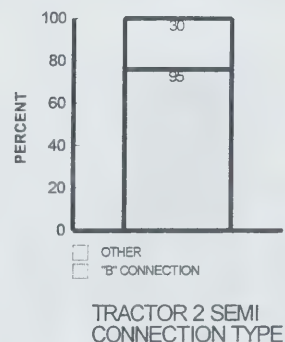
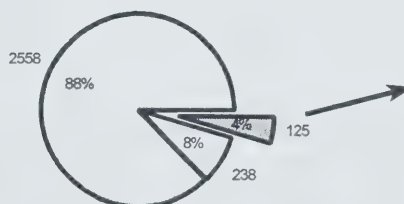
## NUMBER OF AXLES



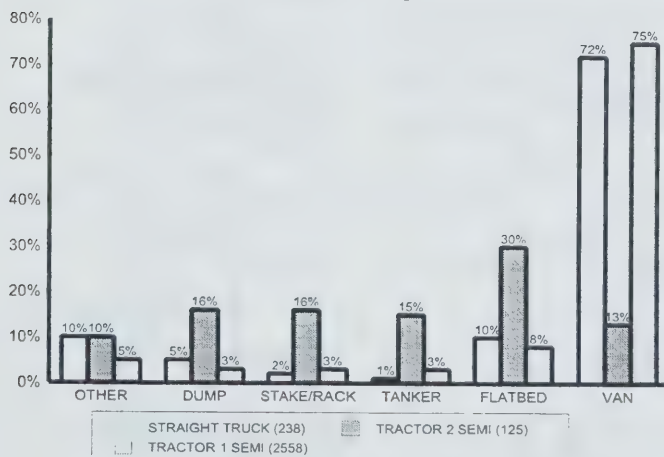
## LIFT AXLES



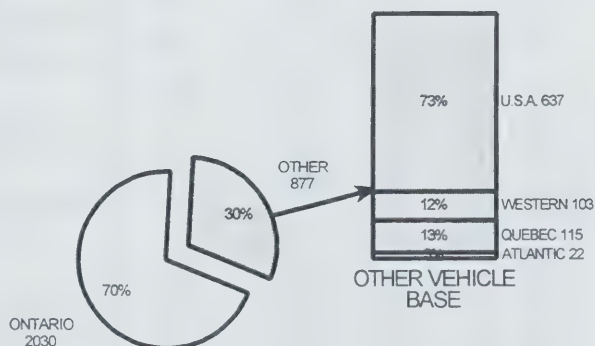
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

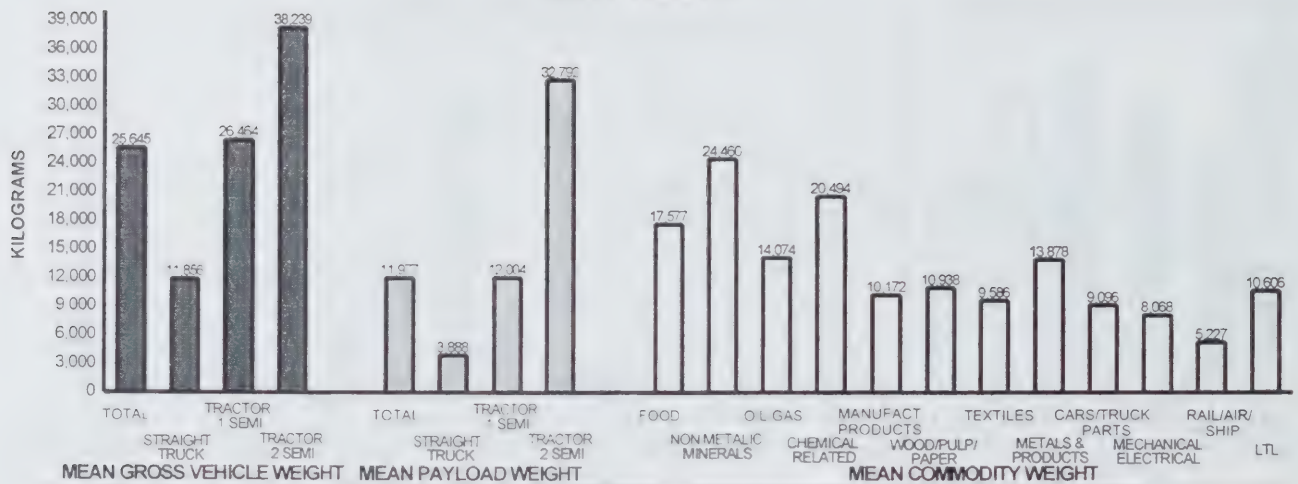




# WINDSOR SOUTH 322

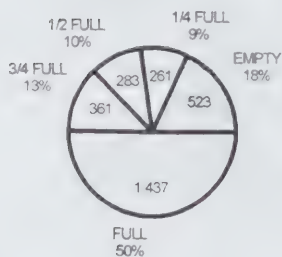
HWY. 401, STATION #: 165  
DIRECTION: EAST BOUND

## MEAN WEIGHTS

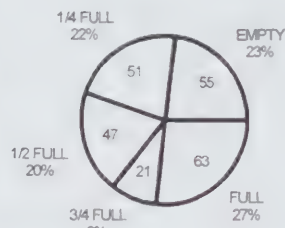


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

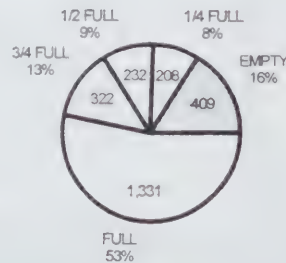
### ALL TRUCKS



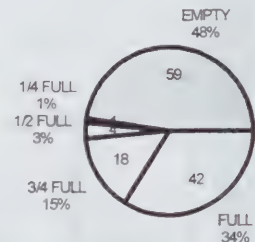
### STRAIGHT TRUCK



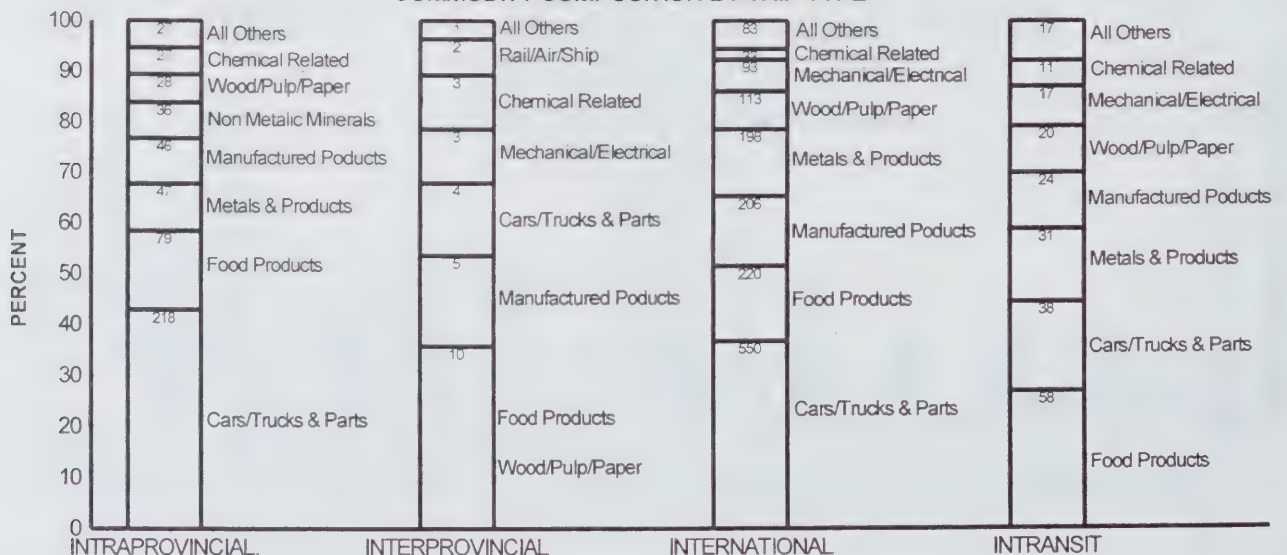
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE



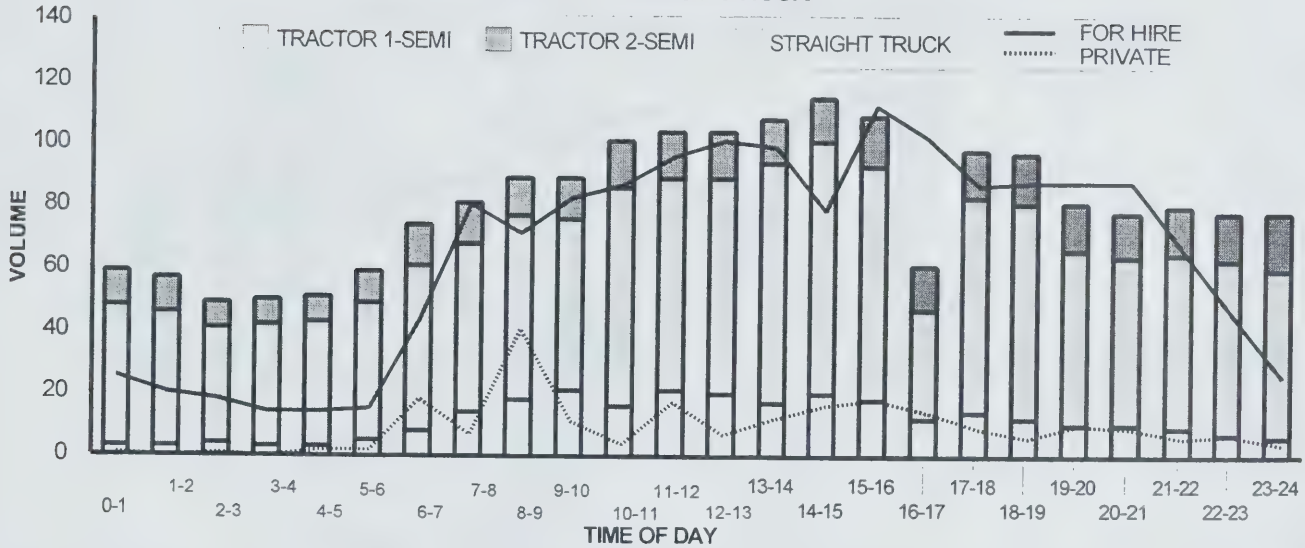
# SARNIA NORTH 325

HWY. 402, STATION #: 151

DIRECTION: WEST BOUND

LOCATION: 4.8 KM WEST OF LAMPTON CTY RD 26

## TRUCK VOLUMES BY HOUR

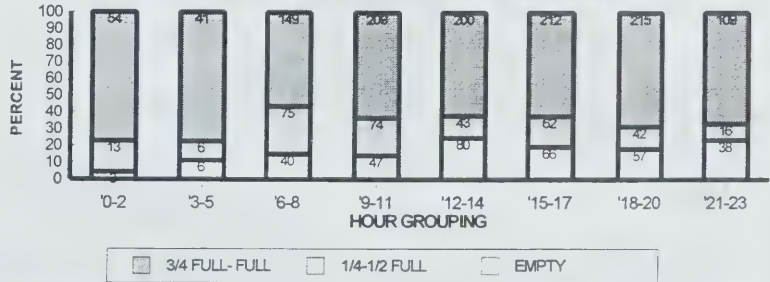


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	59	57	49	50	51	59	74	81	89	89	101	104	104	108	115	109	61	98	97	81	78	80	78	78	1950
ALL VEHICLES	123	89	75	63	63	93	196	339	409	397	412	445	440	441	473	496	437	545	484	380	322	291	231	201	7445
% COMMERCIAL	48.0	64.0	65.3	79.4	81.0	63.4	37.8	23.9	21.8	22.4	24.5	23.4	23.6	24.5	24.3	22.0	14.0	18.0	20.0	21.3	24.2	27.5	33.8	38.8	26.2

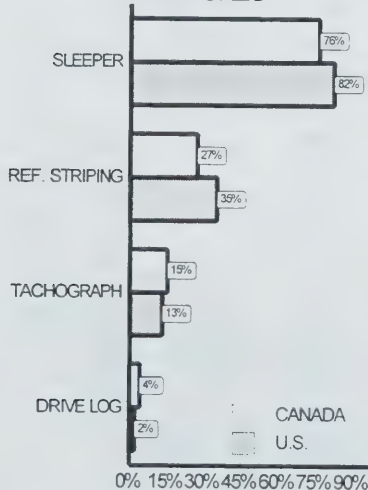
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 31	12	54	35.3%
June 1	16	72	41.6%
June 2	15	76	43.7%
June 3	15	64	84.2%
June 4	16	59	73.6%
TOTALS	74	325	49.5%

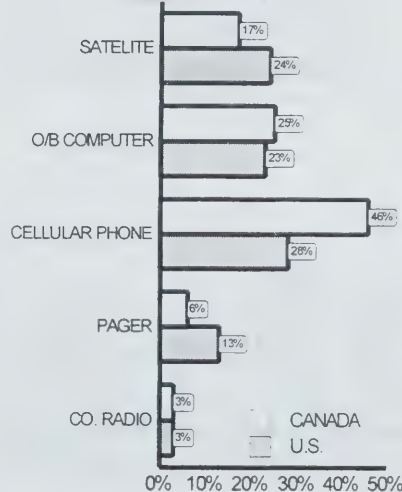
## LEVEL OF UTILIZATION BY HOUR GROUPING



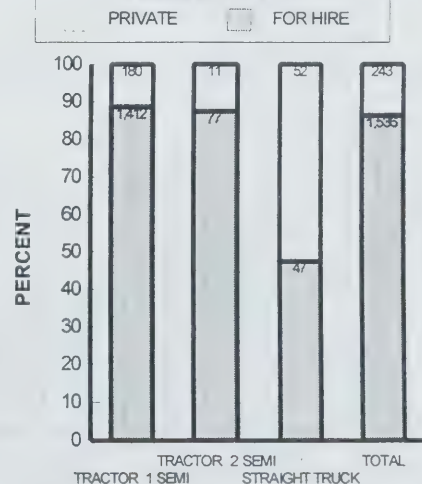
## FEATURES



## COMMUNICATION



## CARRIER TYPE

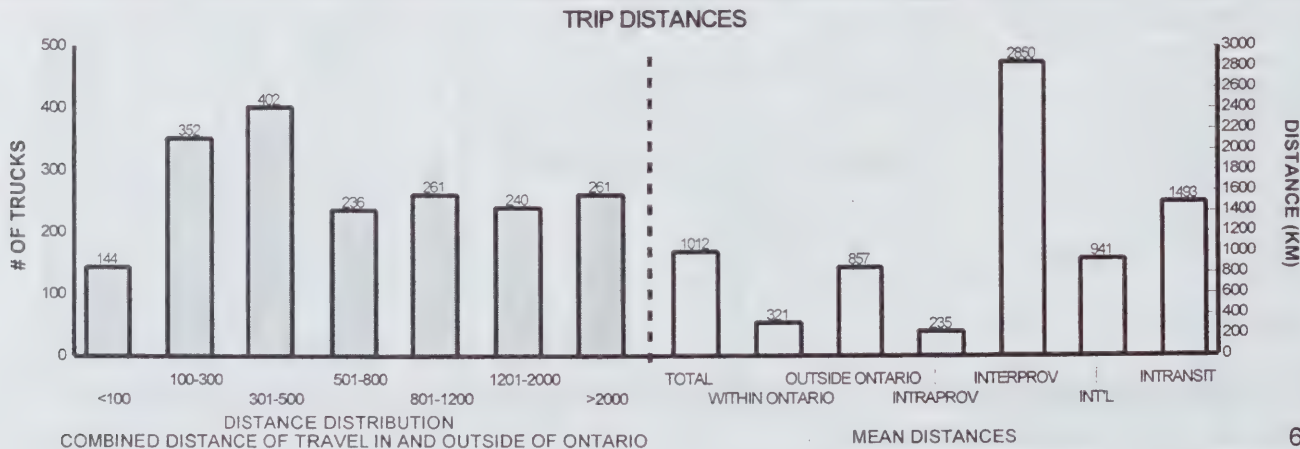
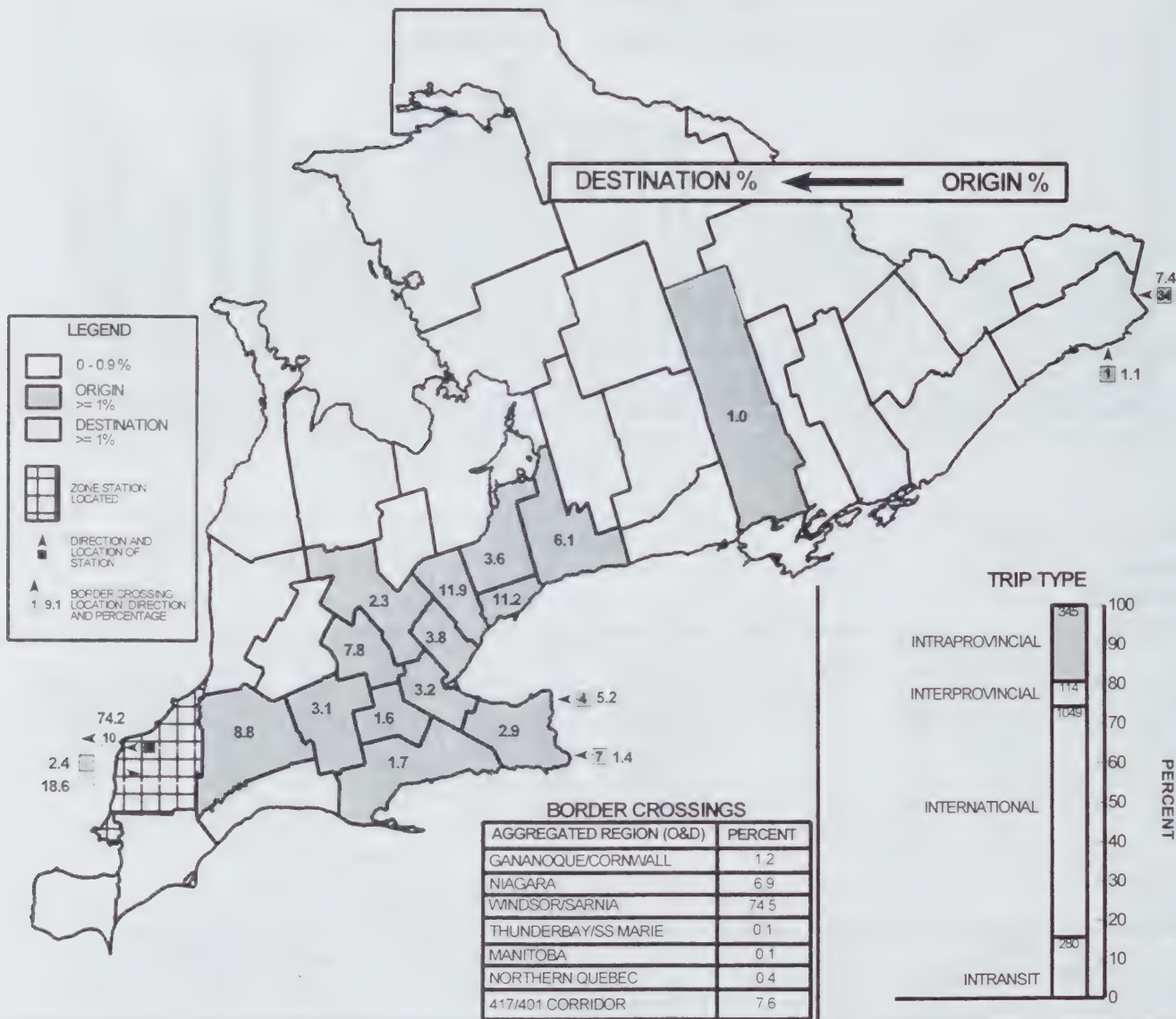


Values represent frequency or mean, unless identified as percent

# SARNIA NORTH 325

HWY. 402, STATION #: 151  
DIRECTION: WEST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)





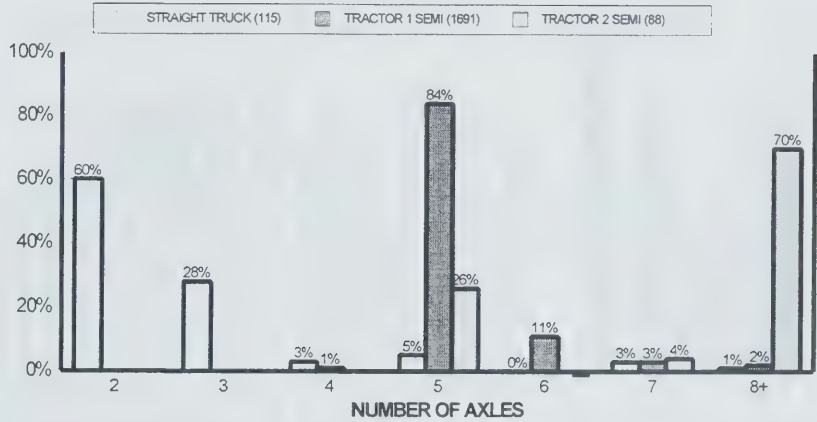
# SARNIA NORTH 325

HWY. 402, STATION #: 151  
DIRECTION: WEST BOUND

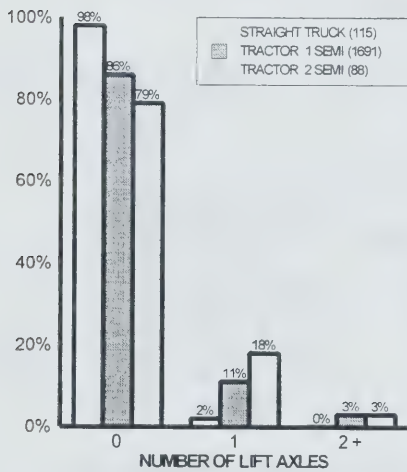
## MANUAL SLACK ADJUSTERS



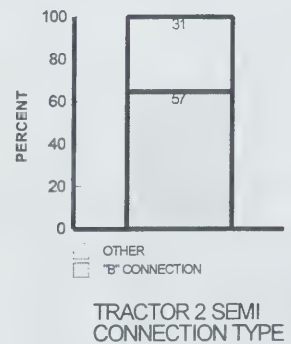
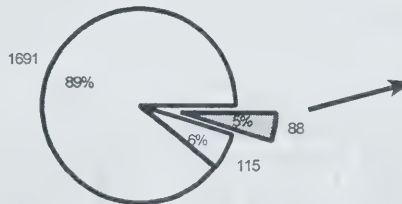
## NUMBER OF AXLES



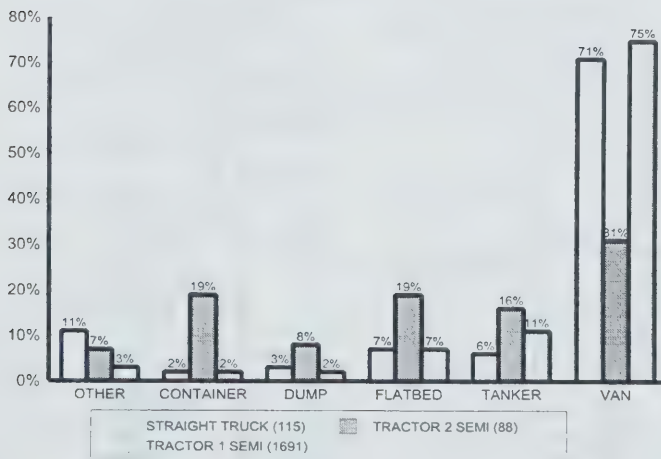
## LIFT AXLES



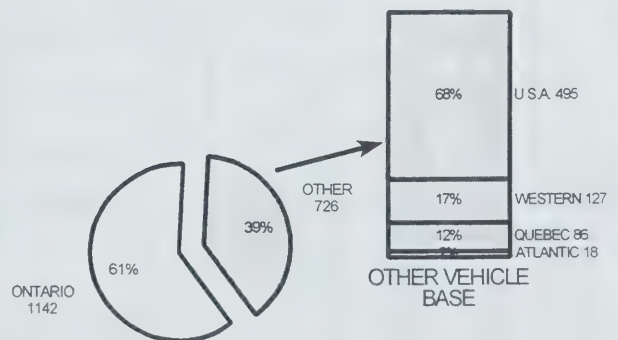
## VEHICLE CONFIGURATION



## BODY STYLE



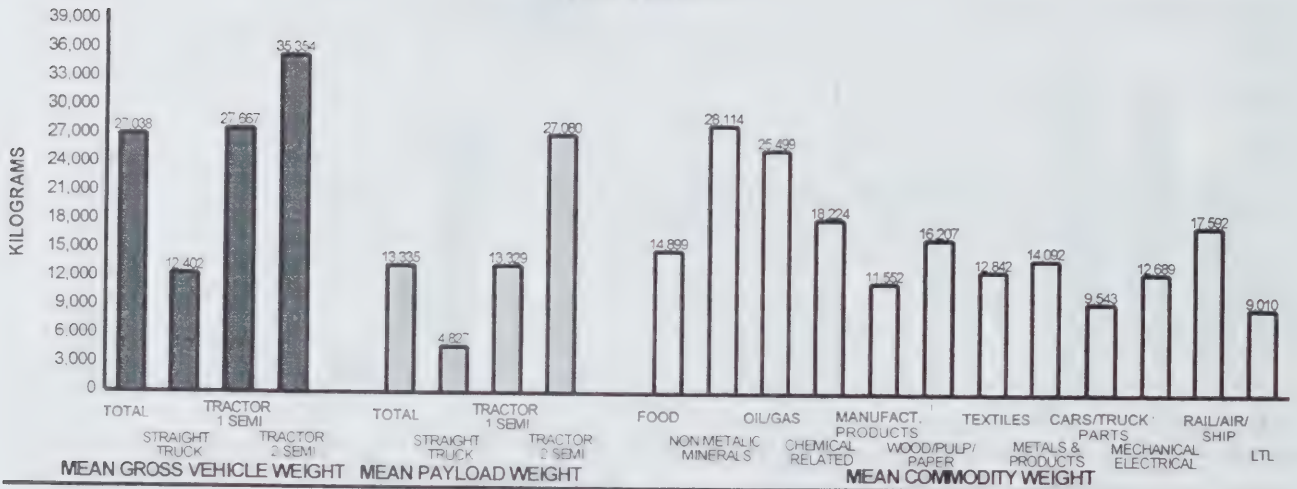
## VEHICLE BASE



# SARNIA NORTH 325

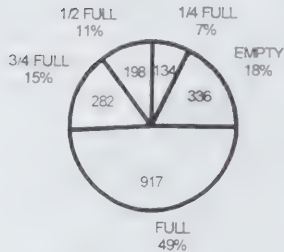
HWY. 402, STATION #: 151  
DIRECTION: WEST BOUND

## MEAN WEIGHTS

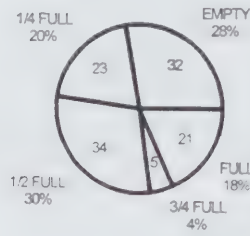


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

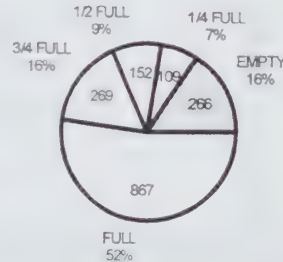
### ALL TRUCKS



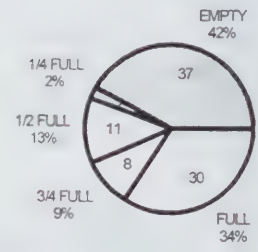
### STRAIGHT TRUCK



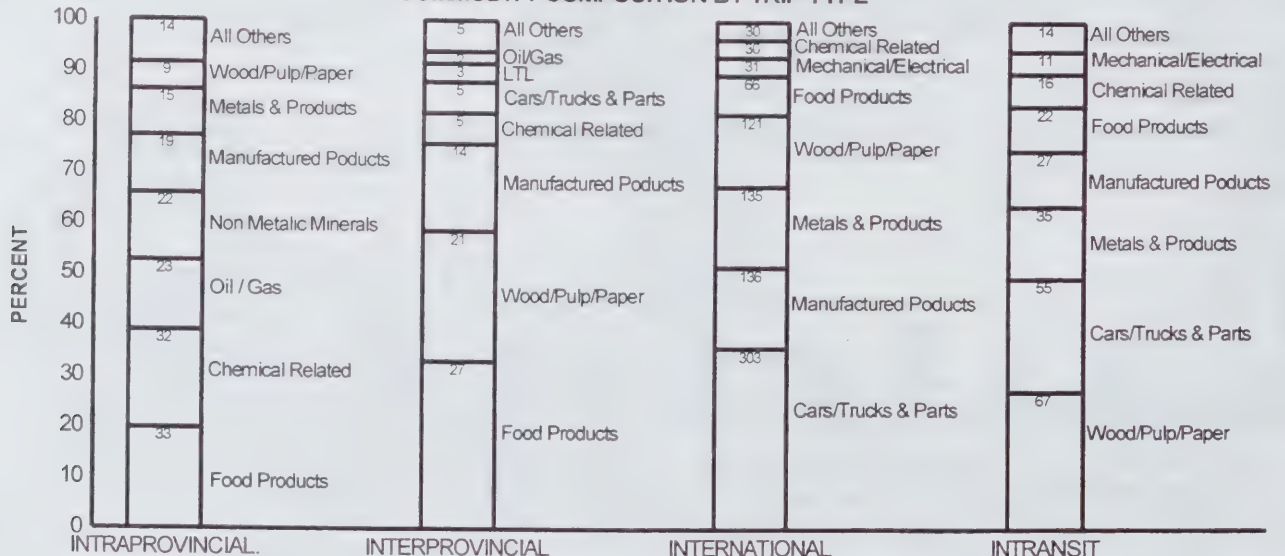
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE



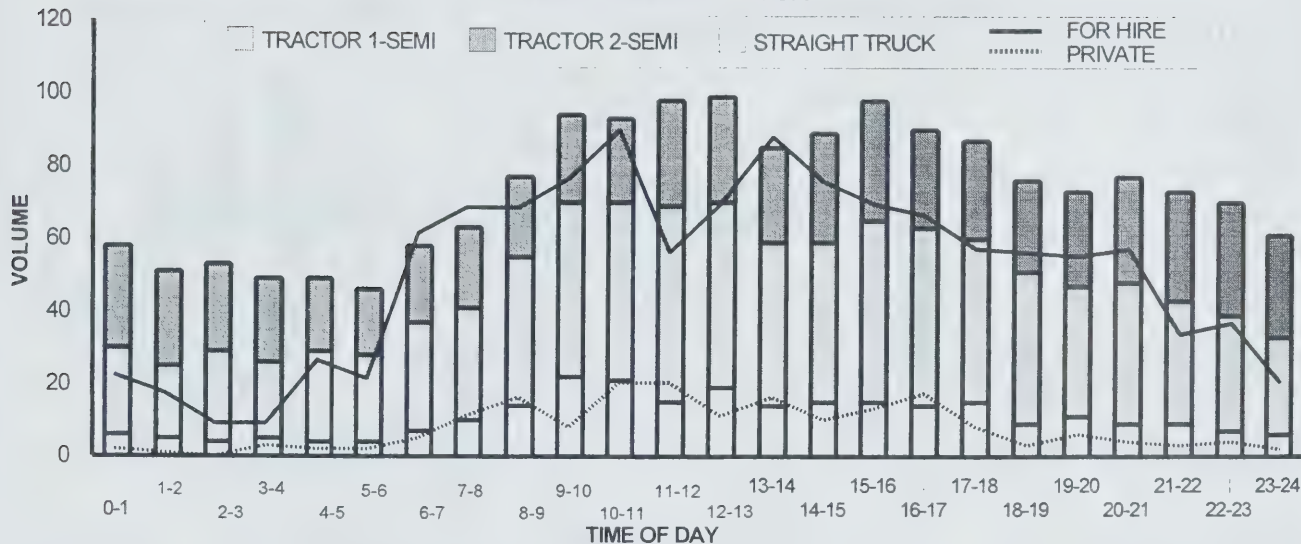
# SARNIA SOUTH 326

HWY. 402, STATION #: 150

DIRECTION: EAST BOUND

LOCATION: 4.8 KM WEST OF LAMPTON CTY RD 26

## TRUCK VOLUMES BY HOUR

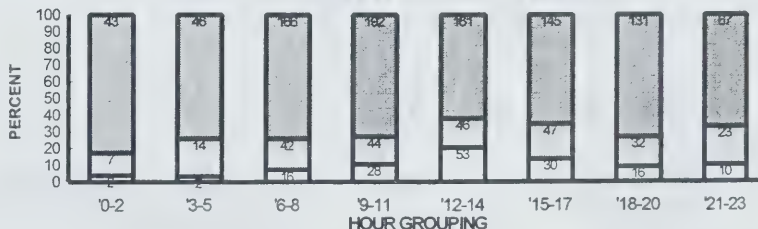


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	58	51	53	49	49	46	58	63	77	94	93	98	99	85	89	98	90	87	76	73	77	73	70	61	1767
ALL VEHICLES	116	82	73	64	68	100	186	300	371	414	442	458	453	424	455	513	578	519	417	319	308	266	212	153	7291
% COMMERCIAL	50.0	62.2	72.6	76.6	72.1	46.0	31.2	21.0	20.8	22.7	21.0	21.4	21.9	20.0	19.6	19.1	15.6	16.8	18.2	22.9	25.0	27.4	33.0	39.9	24.2

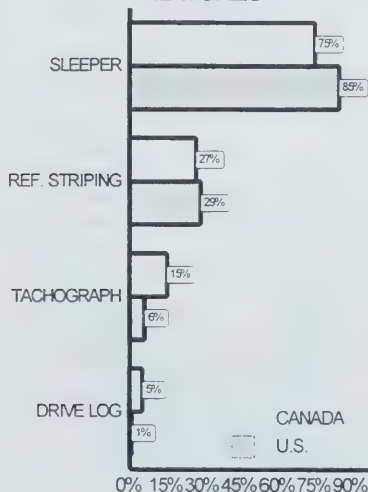
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 31	12	51	43.6%
June 1-2	31	165	54.6%
June 3-4	30	125	96.9%
Aug 21-22	29	156	66.7%
TOTALS	102	497	63.5%

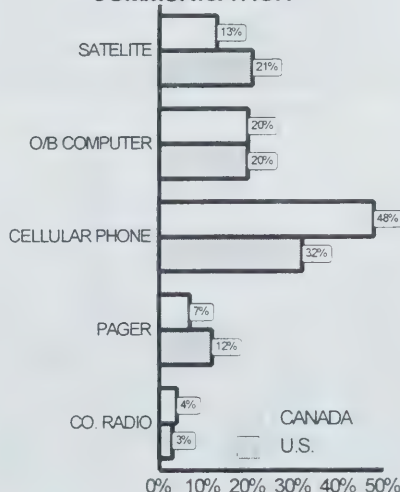
## LEVEL OF UTILIZATION BY HOUR GROUPING



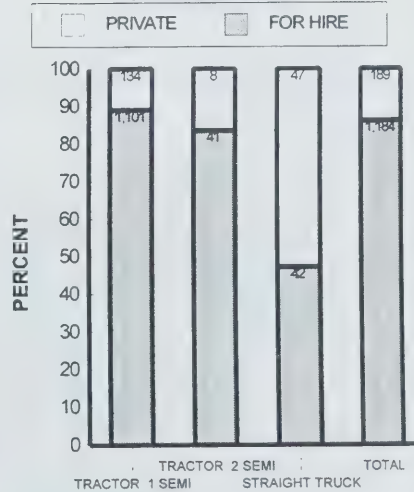
## FEATURES



## COMMUNICATION



## CARRIER TYPE



Values represent frequency or mean, unless identified as percent

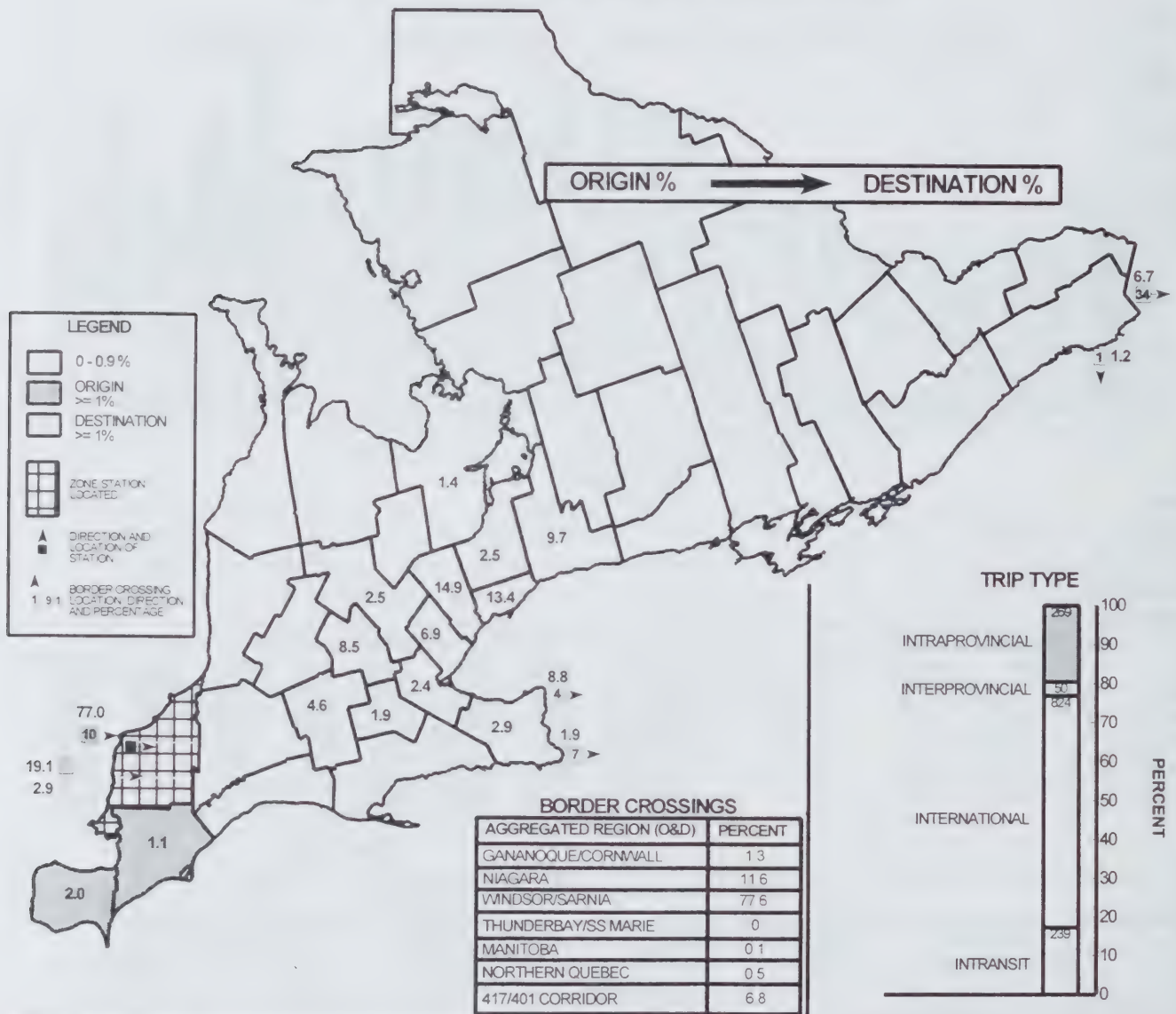


# SARNIA SOUTH 326

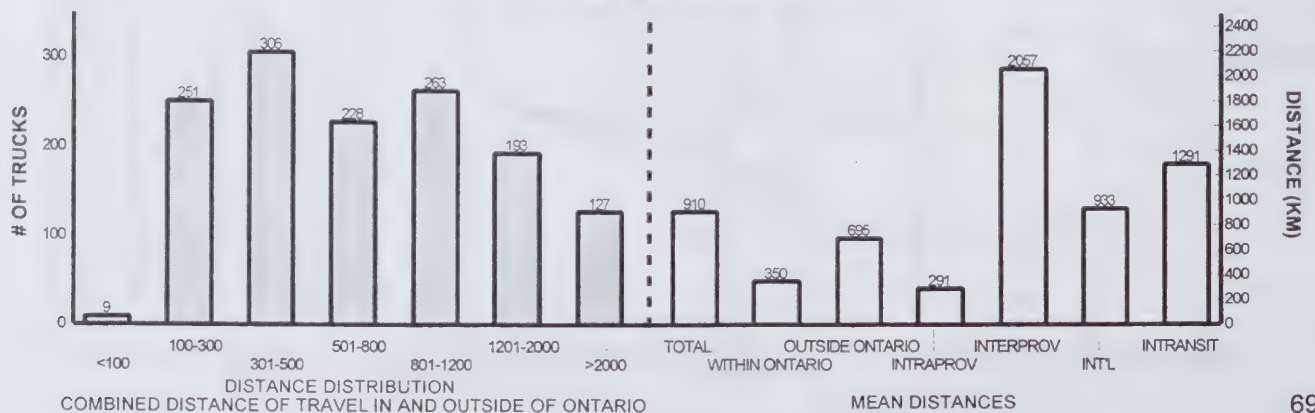
HWY. 402, STATION #: 150

DIRECTION: EAST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



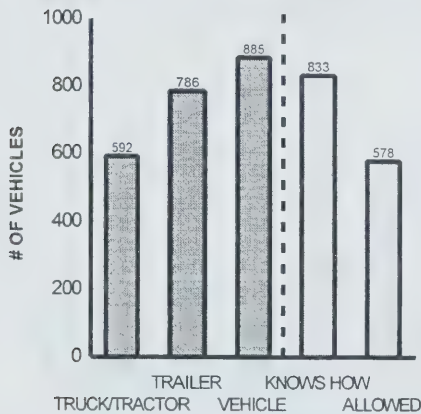
## TRIP DISTANCES



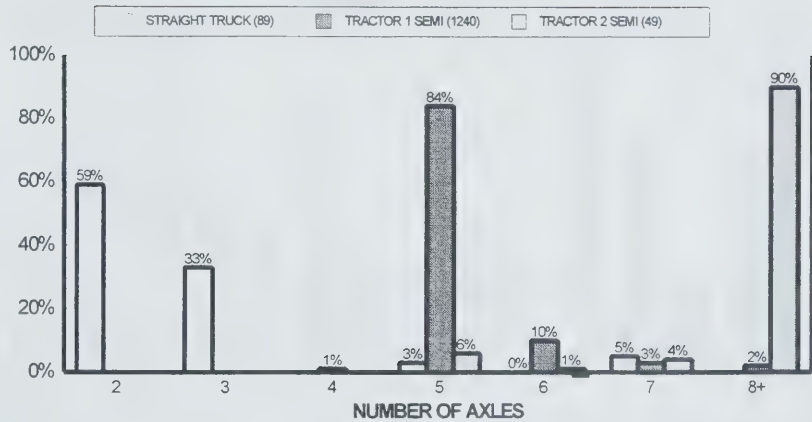
# SARNIA SOUTH 326

HWY. 402, STATION #: 150  
DIRECTION: EAST BOUND

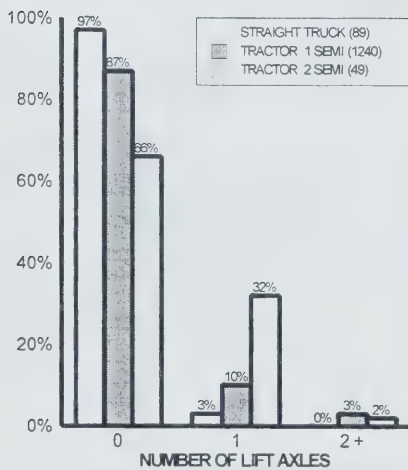
## MANUAL SLACK ADJUSTERS



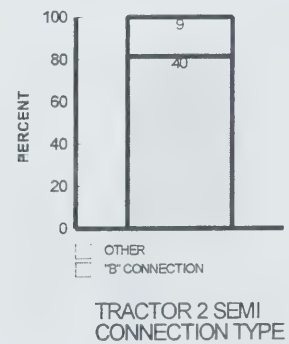
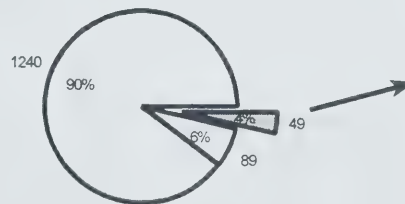
## NUMBER OF AXLES



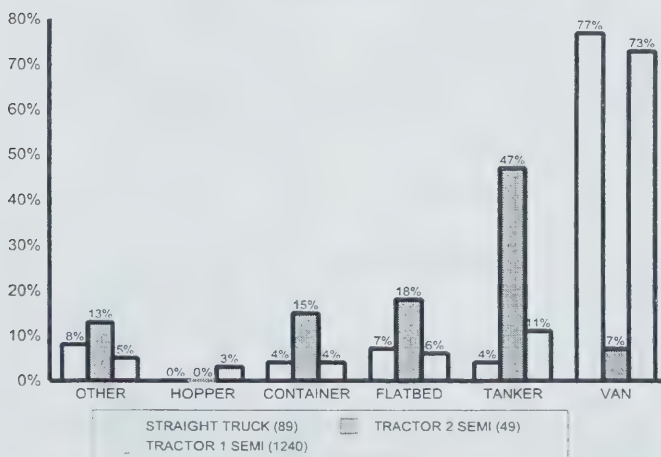
## LIFT AXLES



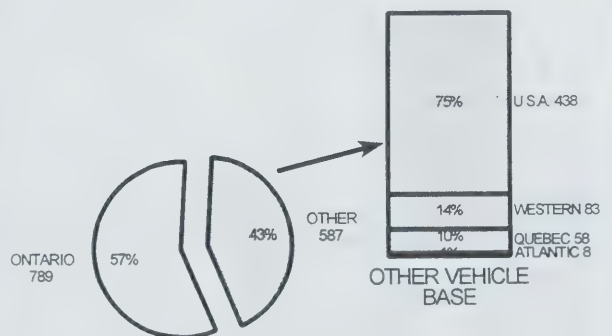
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

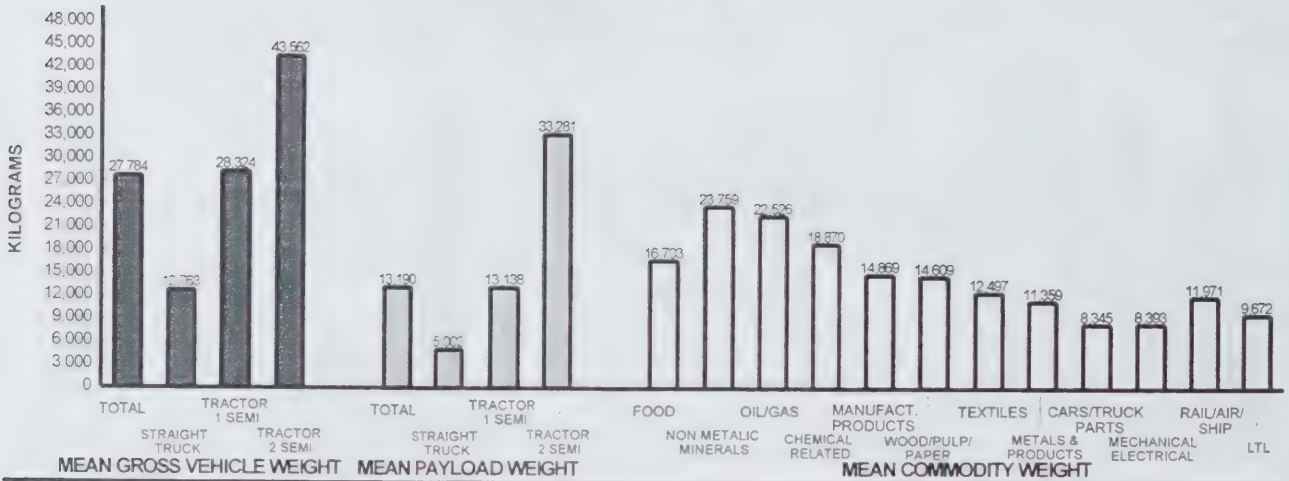


# SARNIA SOUTH 326

HWY. 402, STATION #: 150

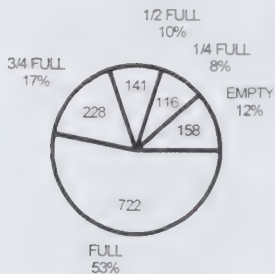
DIRECTION: EAST BOUND

## MEAN WEIGHTS

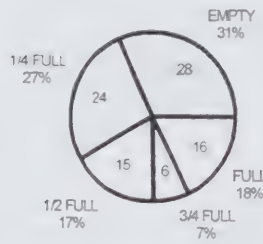


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

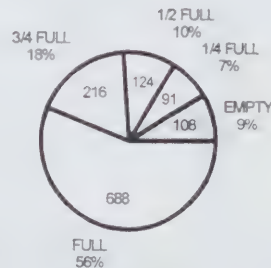
### ALL TRUCKS



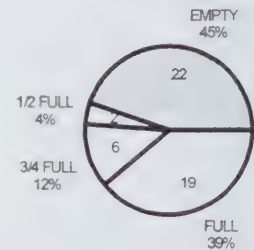
### STRAIGHT TRUCK



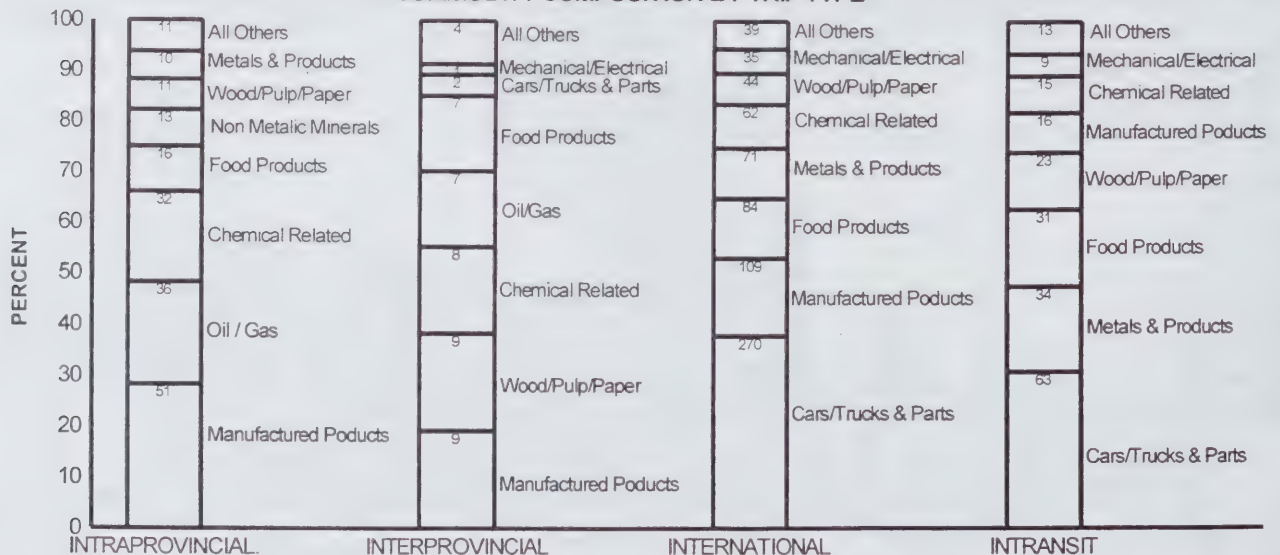
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE

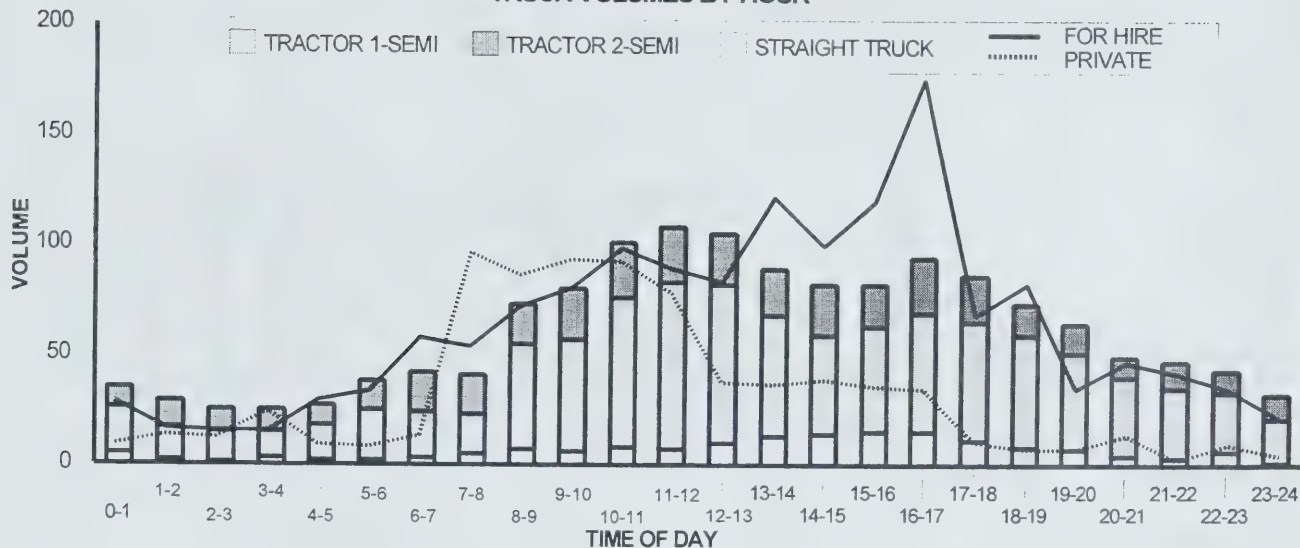




# BRANTFORD EAST R11

HWY. 403, STATION #: 102  
DIRECTION: EAST BOUND  
LOCATION: AT REST ACRE ROAD

## TRUCK VOLUMES BY HOUR

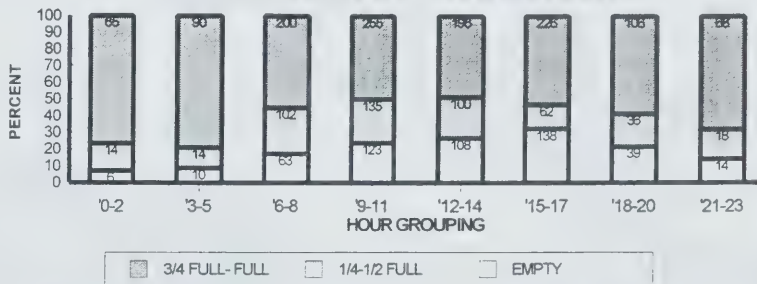


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	35	29	25	25	27	38	42	41	73	80	101	108	105	89	82	82	94	86	73	64	49	47	43	32	1470
ALL VEHICLES	132	98	77	61	51	93	173	195	348	407	472	557	494	445	459	475	537	587	504	419	387	304	238	177	7690
% COMMERCIAL	26.5	29.6	32.5	41.0	52.9	40.9	24.3	21.0	19.7	21.4	19.4	21.3	20.0	17.9	17.3	17.5	14.7	14.5	15.3	12.7	15.5	18.1	18.1	19.1	19.1

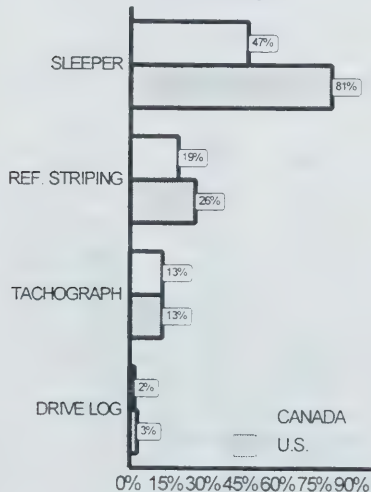
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Jul 11-12	12	36	15.4%
Jul 13-14	12	29	18.8%
Aug 9-10	14	20	19.4%
Aug 11-14	12	25	16.2%
TOTALS	39	110	17.1%

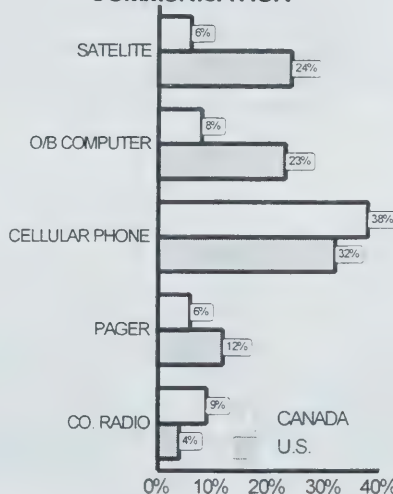
## LEVEL OF UTILIZATION BY HOUR GROUPING



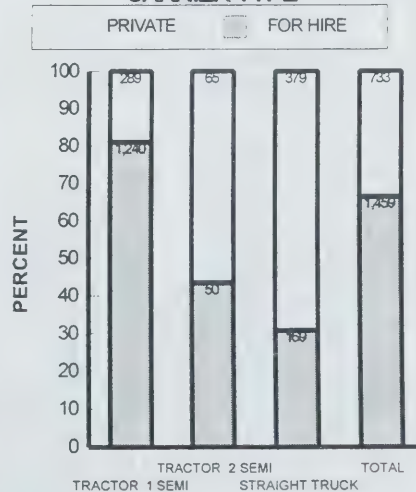
## FEATURES



## COMMUNICATION



## CARRIER TYPE



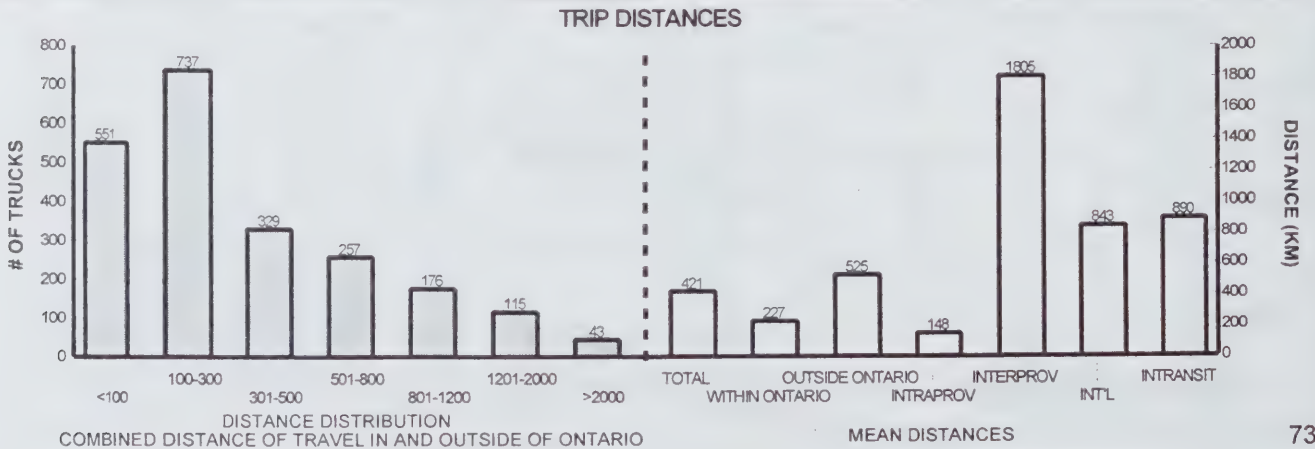
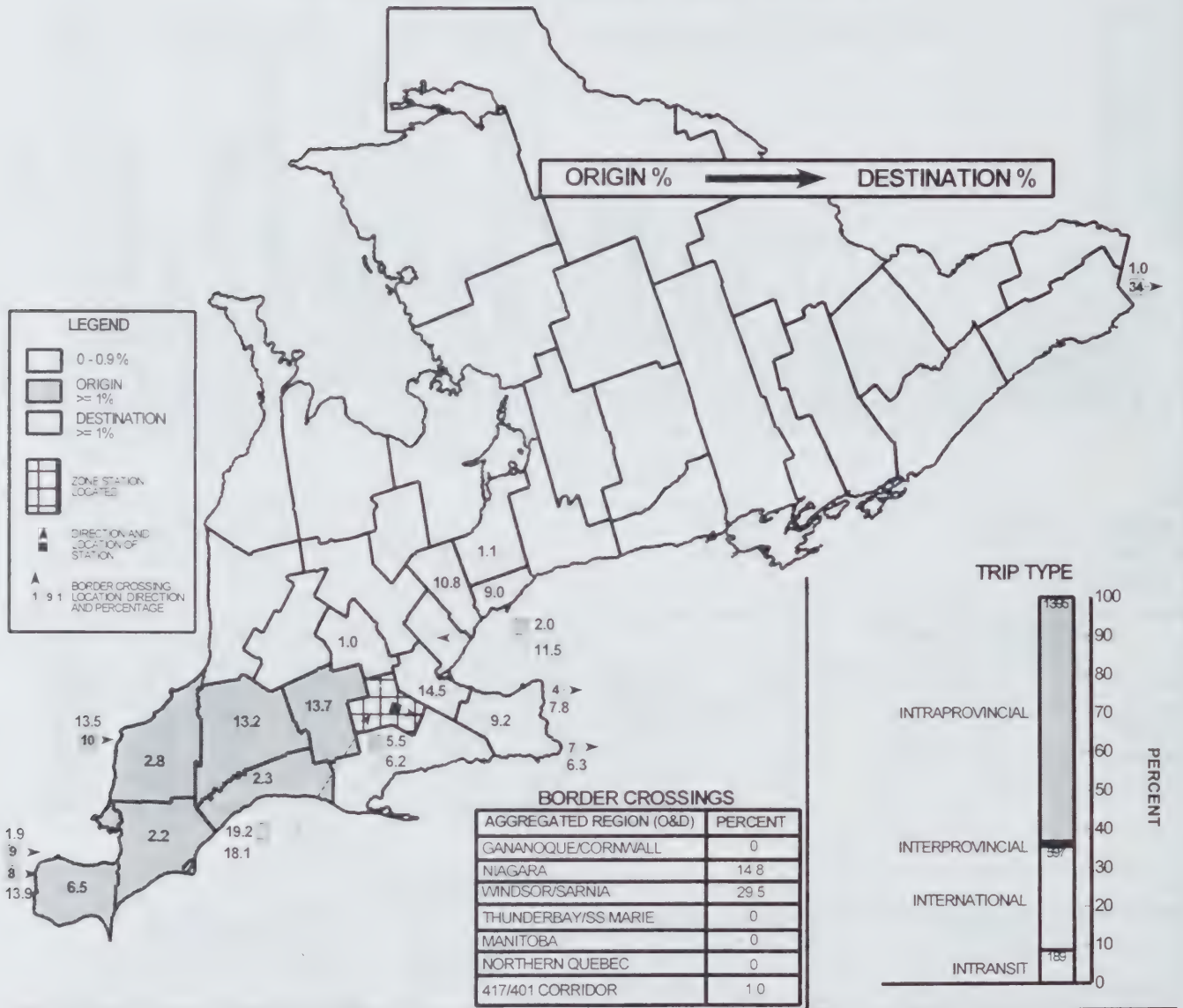
Values represent frequency or mean, unless identified as percent

# BRANTFORD EAST R11

HWY. 403, STATION #: 102

DIRECTION: EAST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)

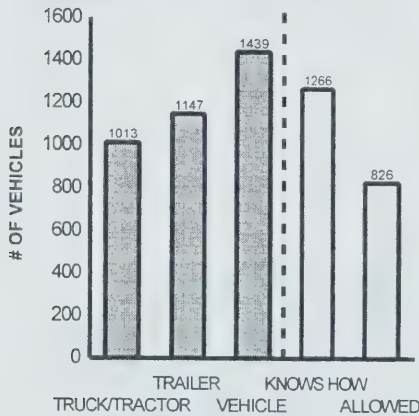


# BRANTFORD EAST R11

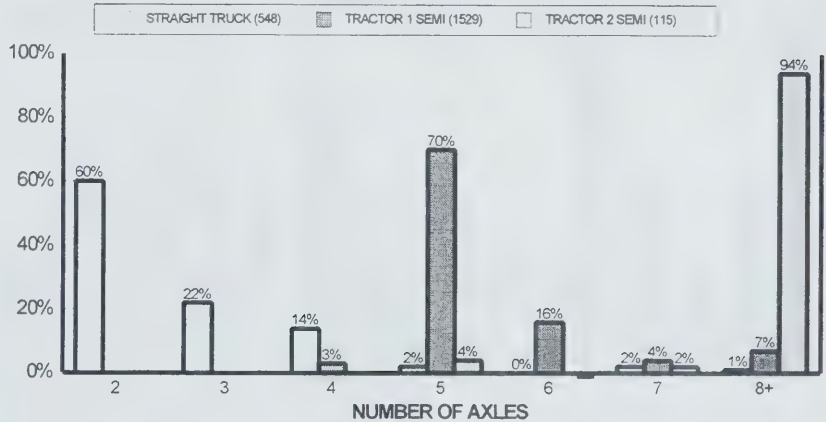
HWY. 403, STATION #: 102

DIRECTION: EAST BOUND

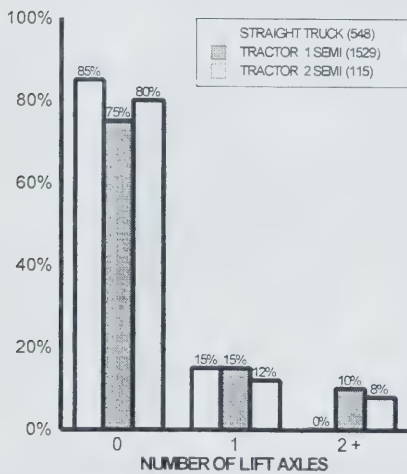
## MANUAL SLACK ADJUSTERS



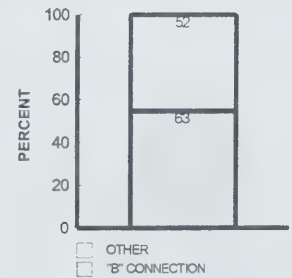
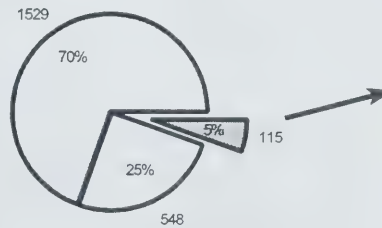
## NUMBER OF AXLES



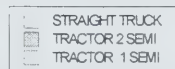
## LIFT AXLES



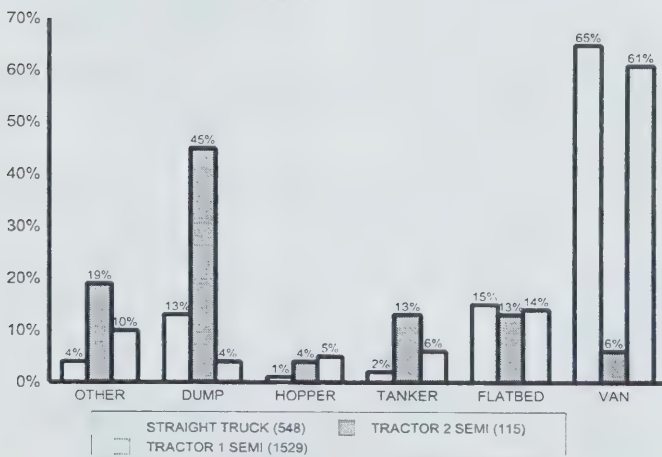
## VEHICLE CONFIGURATION



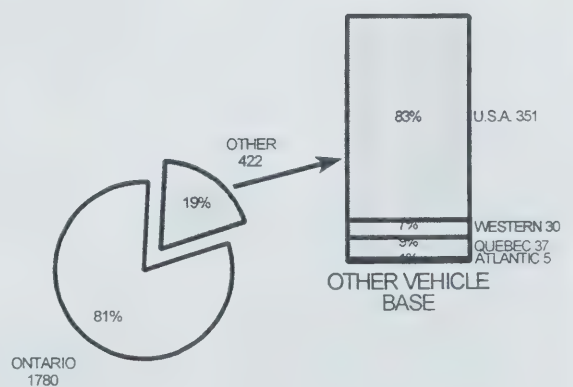
TRACTOR 2 SEMI CONNECTION TYPE



## BODY STYLE



## VEHICLE BASE

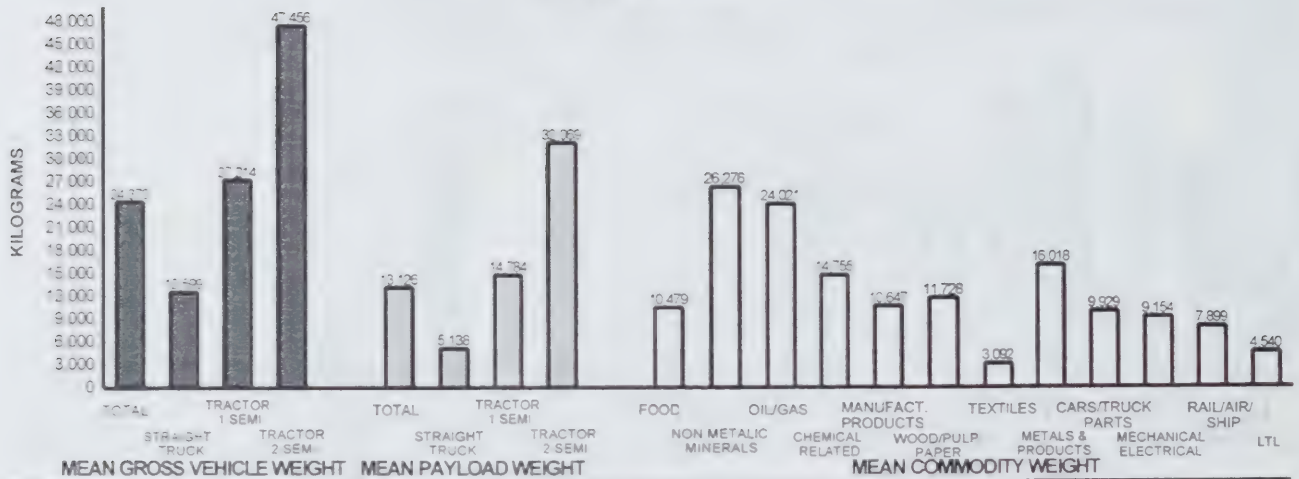




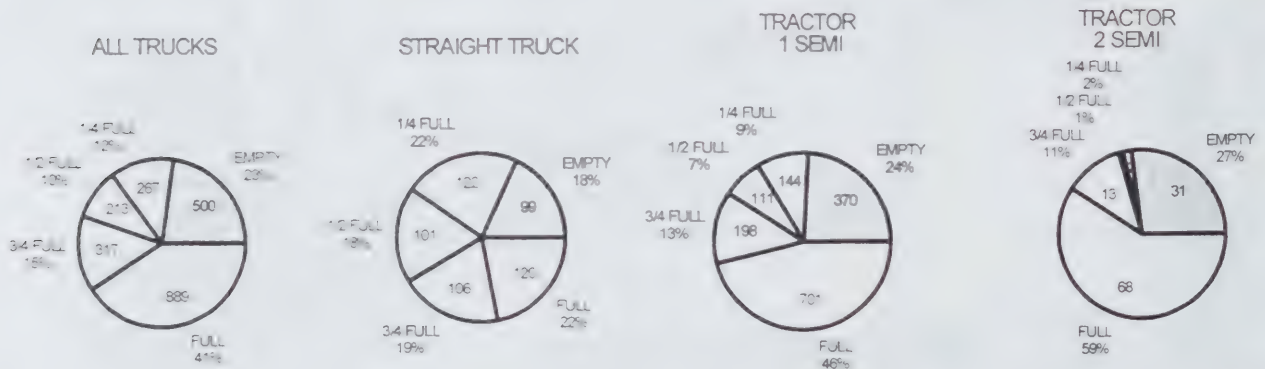
# BRANTFORD EAST R11

HWY. 403, STATION #: 102  
DIRECTION: EAST BOUND

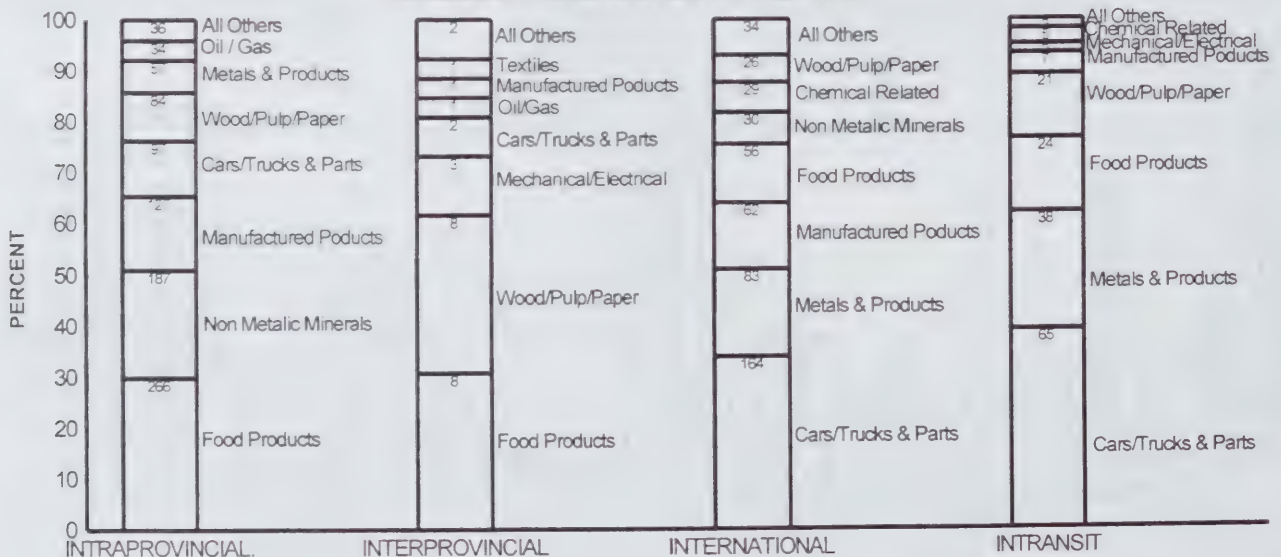
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



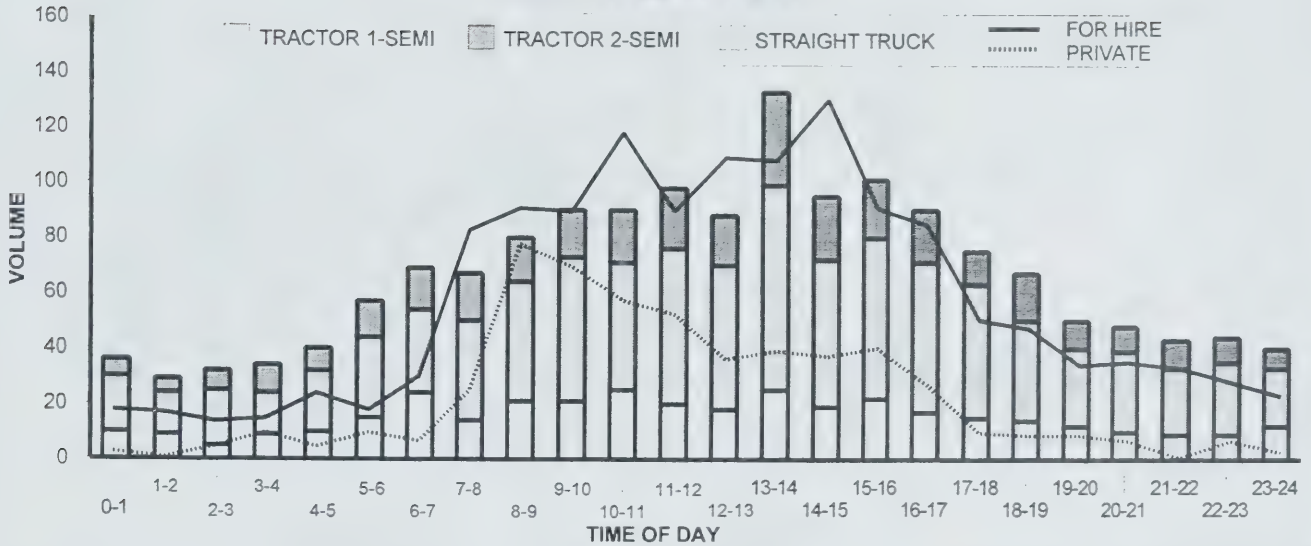
## COMMODITY COMPOSITION BY TRIP TYPE



# BRANTFORD WEST R11

HWY. 403, STATION #: 103  
DIRECTION: WEST BOUND  
LOCATION: AT REST ACRE ROAD

## TRUCK VOLUMES BY HOUR

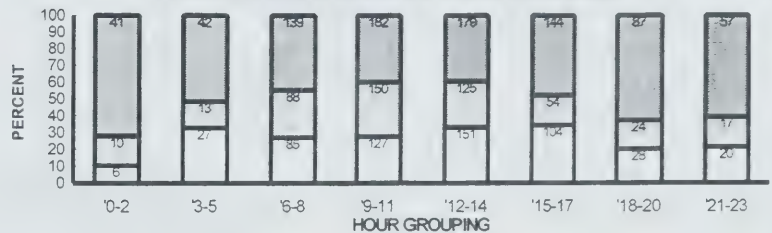


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	36	29	32	34	40	57	69	67	80	90	90	98	88	133	95	101	90	75	67	50	48	43	44	40	1596
ALL VEHICLES	141	92	72	72	81	150	286	358	388	431	455	544	531	499	550	571	529	497	489	378	339	285	251	198	8187
% COMMERCIAL	25.5	31.5	44.4	47.2	49.4	38.0	24.1	18.7	20.6	20.9	19.8	18.0	16.6	26.7	17.3	17.7	17.0	15.1	13.7	13.2	14.2	15.1	17.5	20.2	19.5

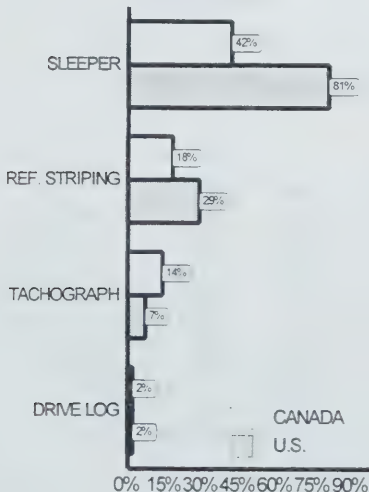
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Jul 11-14	35	141	46.7%
Aug 9-10	18	91	42.7%
Aug 11-12	12	39	41.0%
Aug 13-14	10	37	22.6%
TOTALS	75	308	39.8%

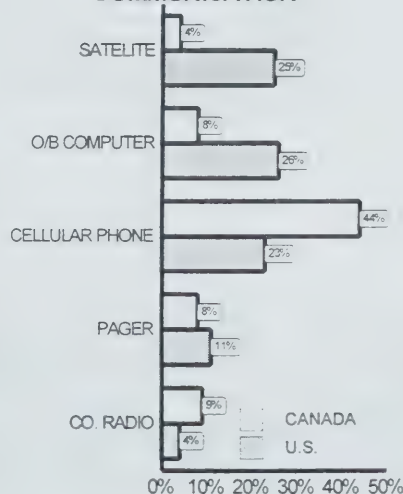
## LEVEL OF UTILIZATION BY HOUR GROUPING



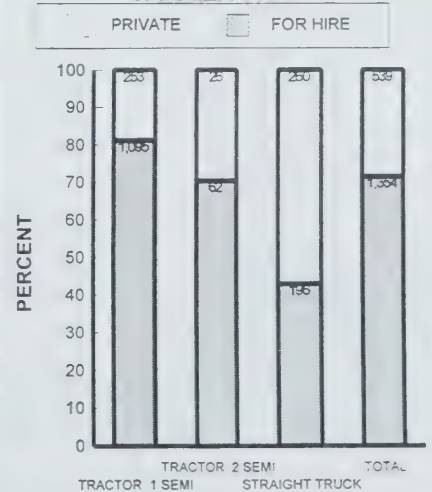
## FEATURES



## COMMUNICATION



## CARRIER TYPE



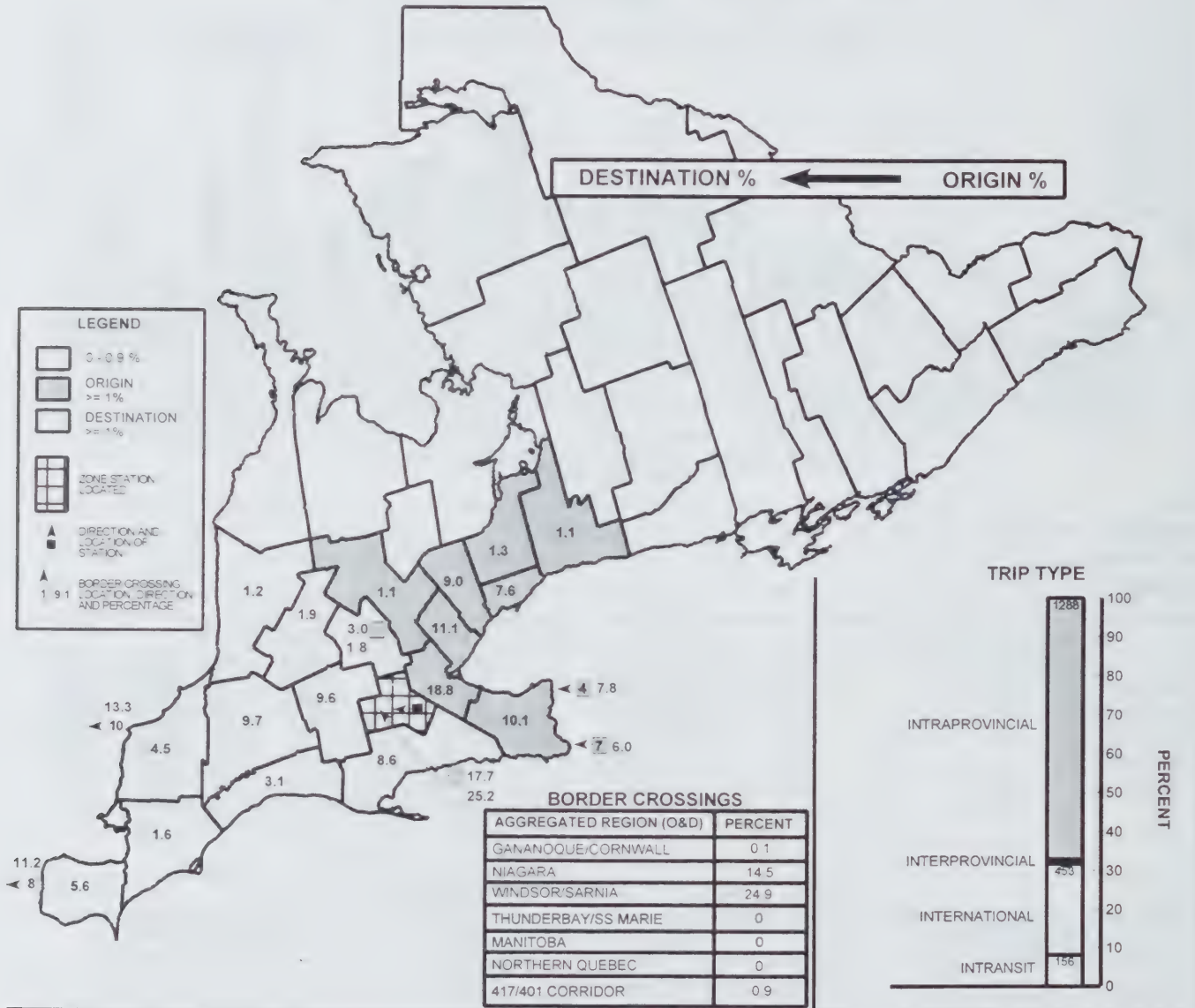
Values represent frequency or mean, unless identified as percent

# BRANTFORD WEST R11

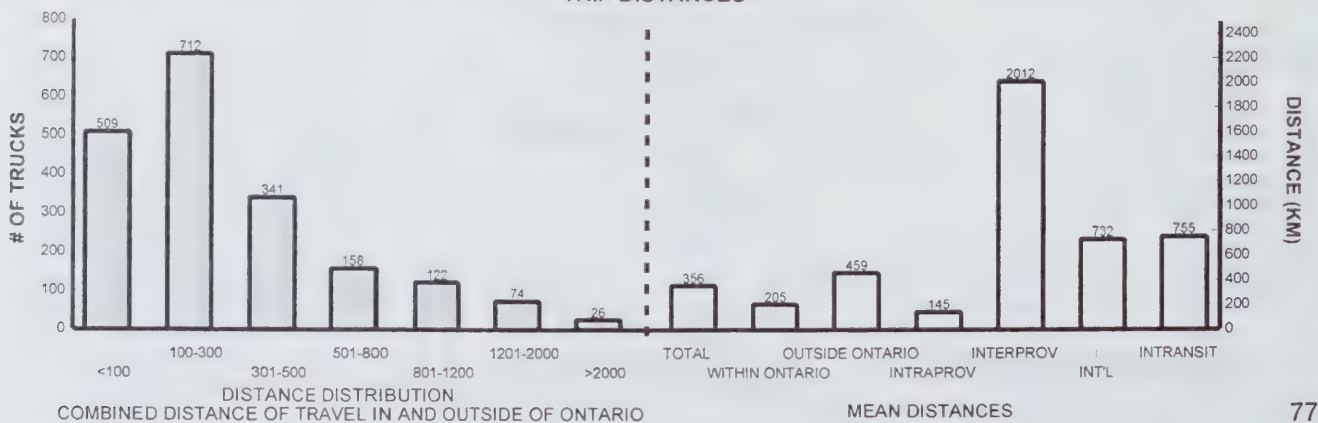
HWY. 403, STATION #: 103

DIRECTION: WEST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



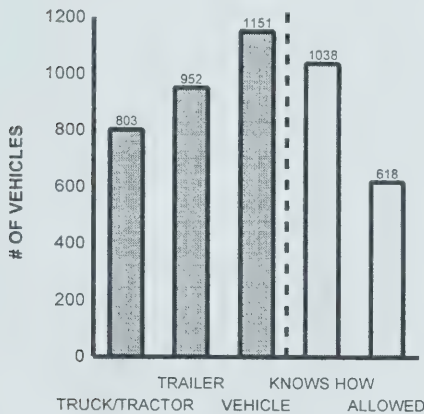


# BRANTFORD WEST R11

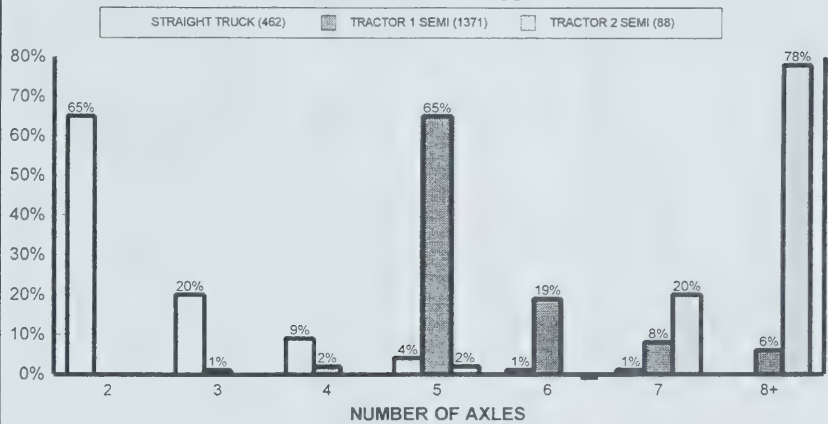
HWY. 403, STATION #: 103

DIRECTION: WEST BOUND

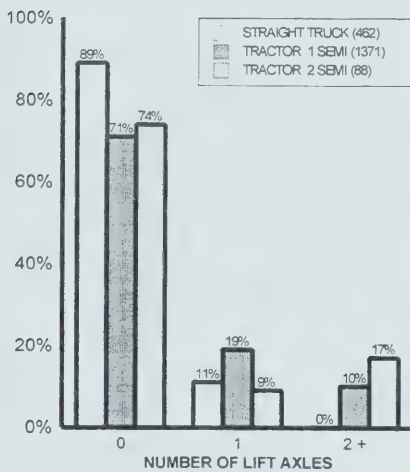
## MANUAL SLACK ADJUSTERS



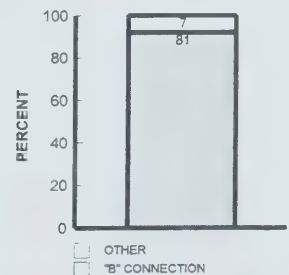
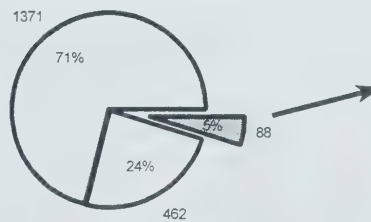
## NUMBER OF AXLES



## LIFT AXLES

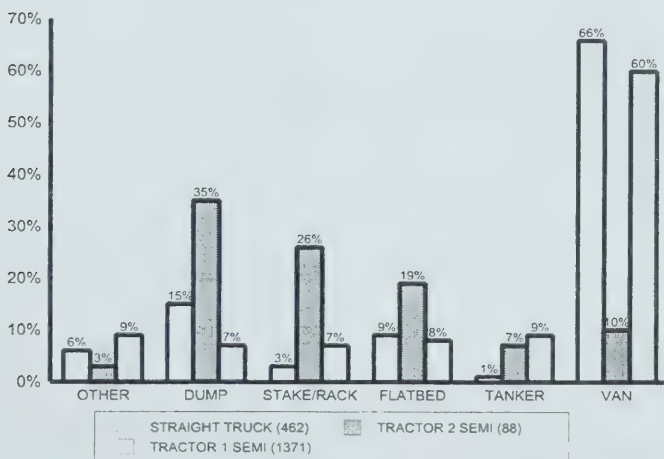


## VEHICLE CONFIGURATION

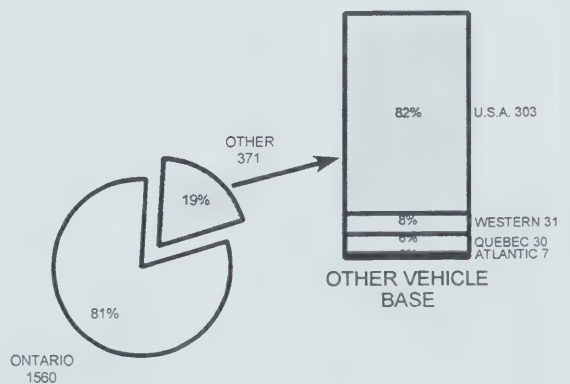


TRACTOR 2 SEMI  
CONNECTION TYPE

## BODY STYLE



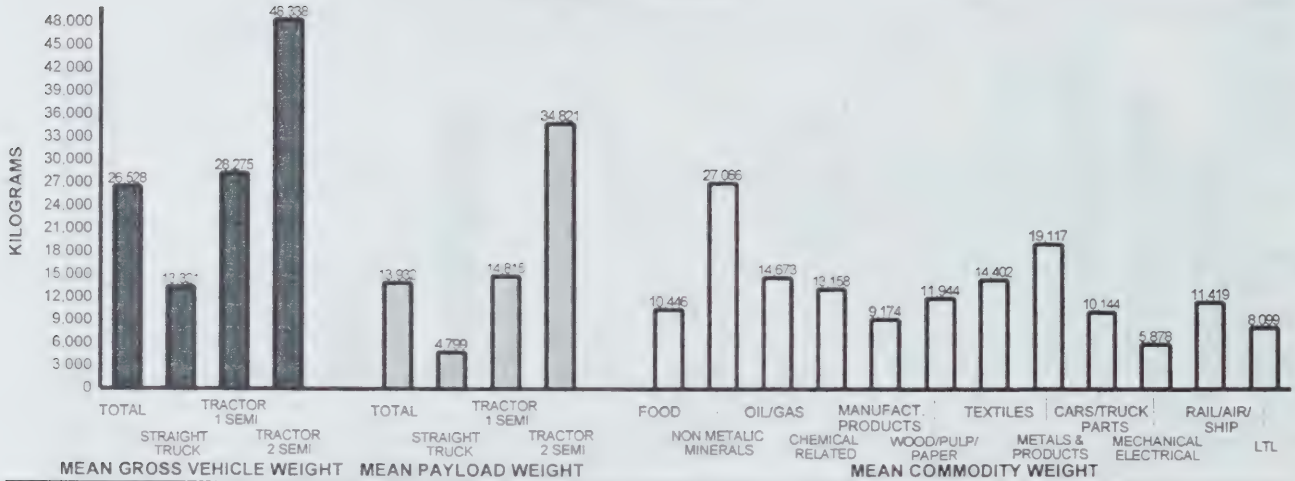
## VEHICLE BASE



# BRANTFORD WEST R11

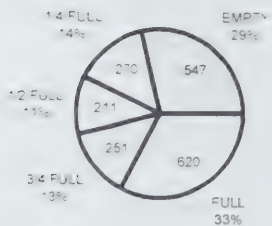
HWY. 403, STATION #: 103  
DIRECTION: WEST BOUND

## MEAN WEIGHTS

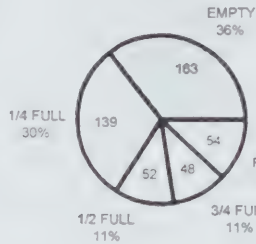


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

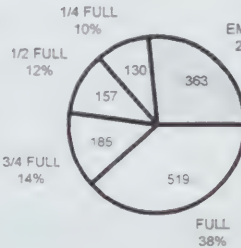
### ALL TRUCKS



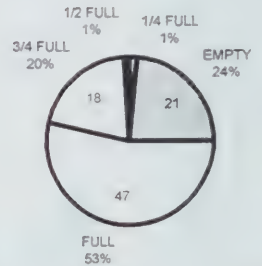
### STRAIGHT TRUCK



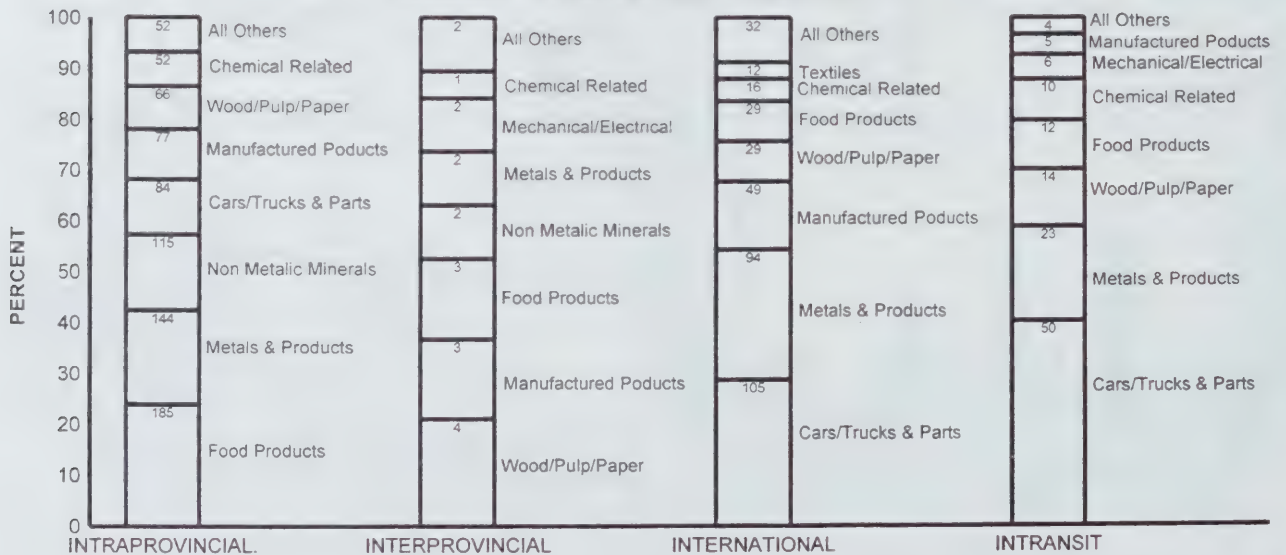
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI

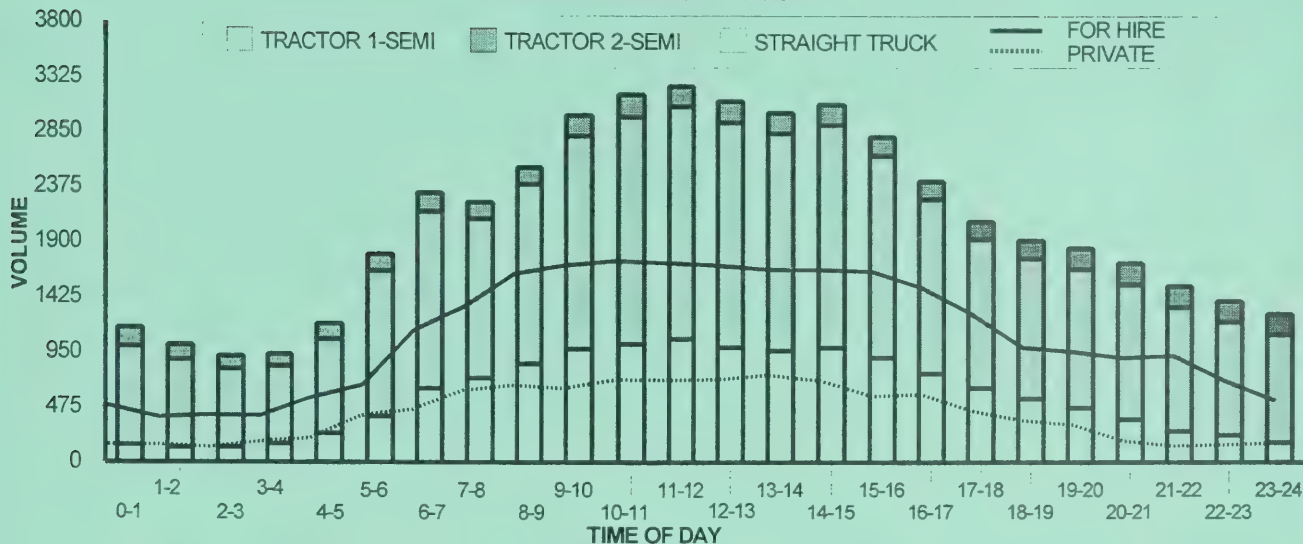


## COMMODITY COMPOSITION BY TRIP TYPE



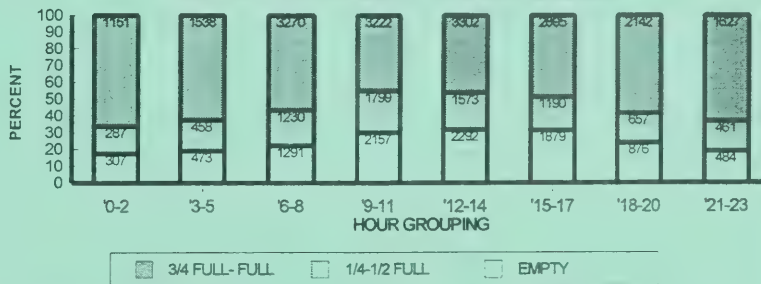
# CENTRAL REGION

## TRUCK VOLUMES BY HOUR

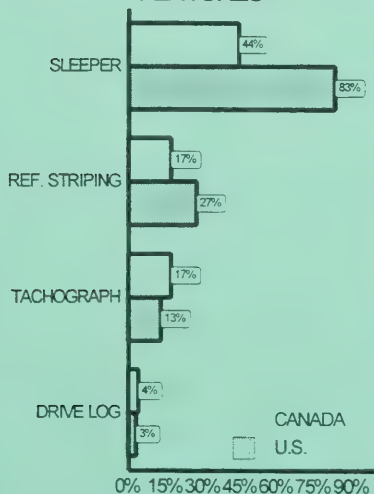


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	1162	1013	916	931	1195	1793	2324	2241	2545	2995	3177	3246	3114	3015	3087	2807	2419	2068	1907	1843	1712	1516	1387	1277	46690
ALL VEHICLES	10862	6811	4384	3269	3003	5551	13092	21140	23847	24042	23400	24600	24532	24528	25160	26589	28644	30047	29946	25123	21376	18046	15547	13046	446589
% COMMERCIAL	10.7	14.9	20.9	28.5	39.8	32.3	17.8	10.6	10.7	12.5	13.6	13.2	12.7	12.3	12.3	10.6	8.4	6.9	6.4	7.3	8.0	8.4	8.9	9.8	10.7

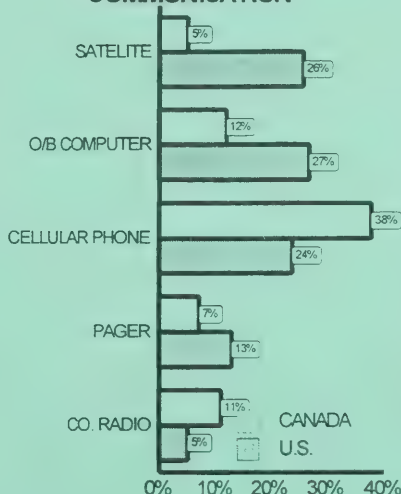
## LEVEL OF UTILIZATION BY HOUR GROUPING



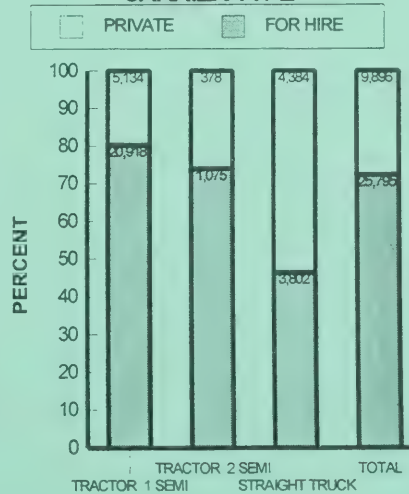
## FEATURES



## COMMUNICATION



## CARRIER TYPE

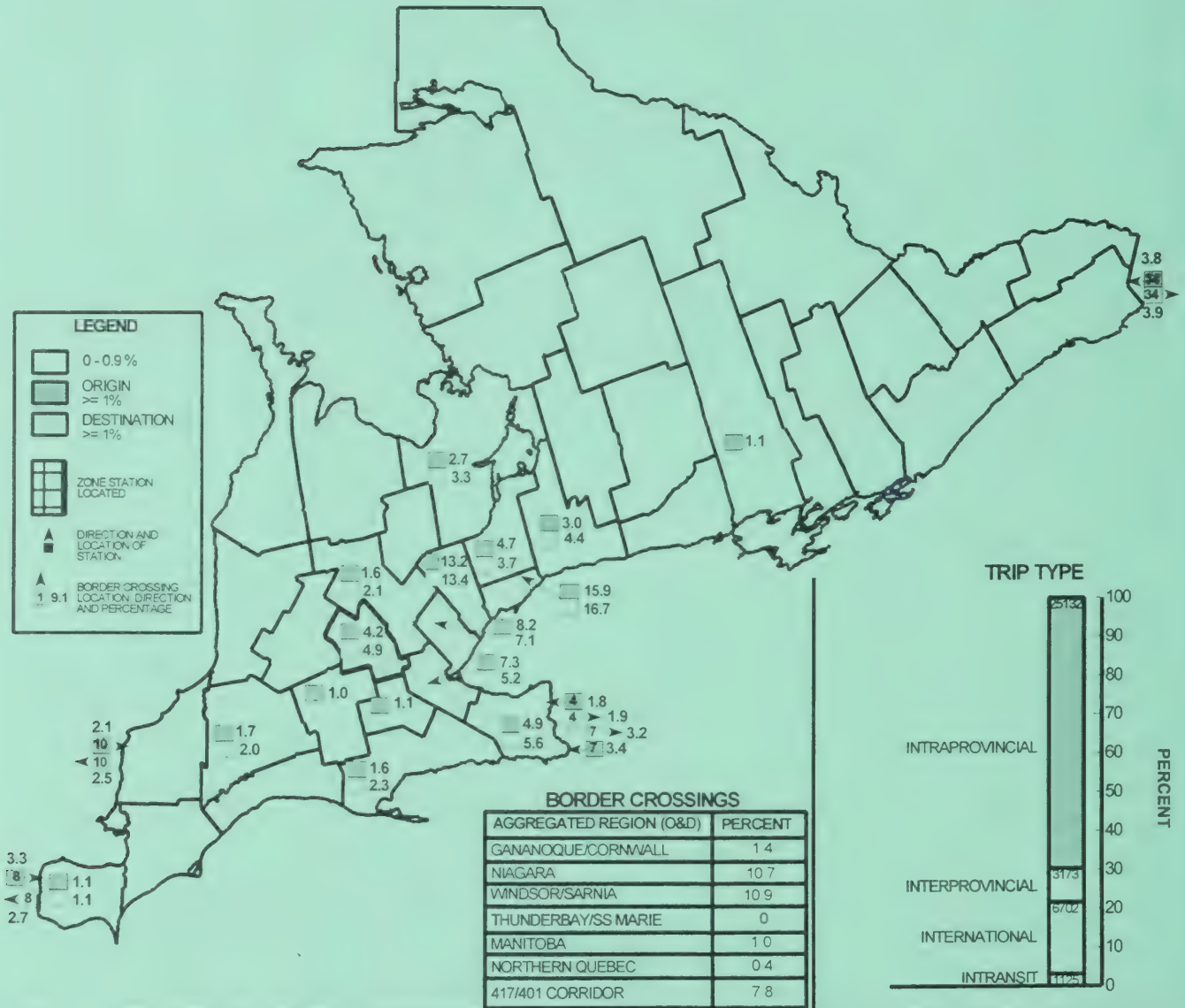


Values represent frequency or mean, unless identified as percent

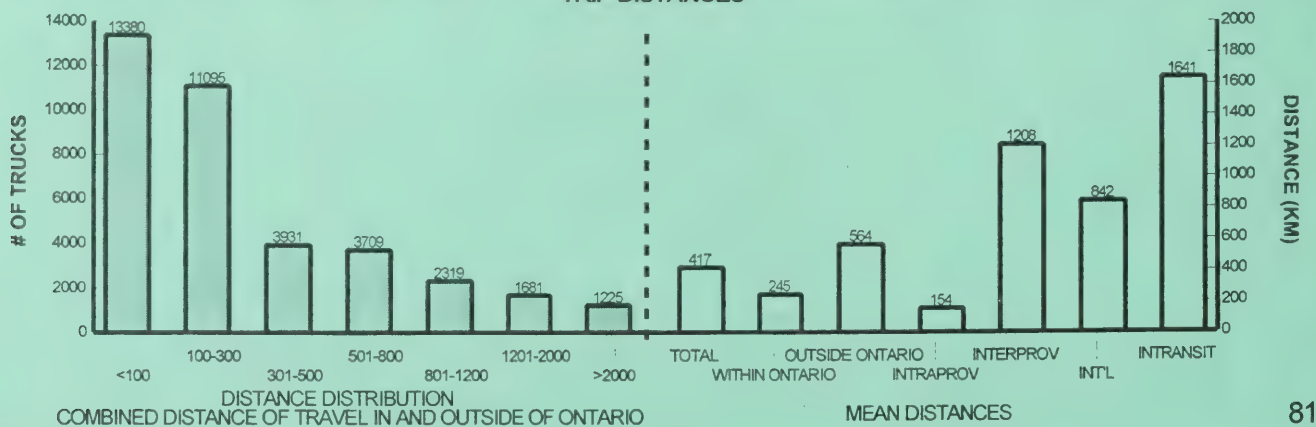


# CENTRAL REGION

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)

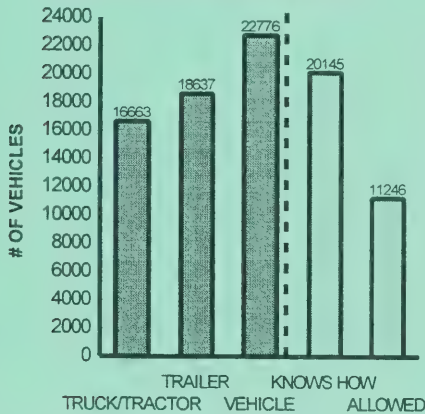


## TRIP DISTANCES

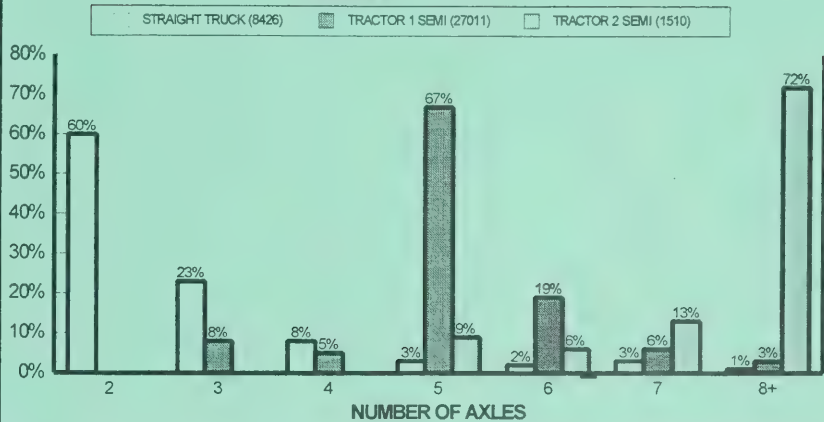


# CENTRAL REGION

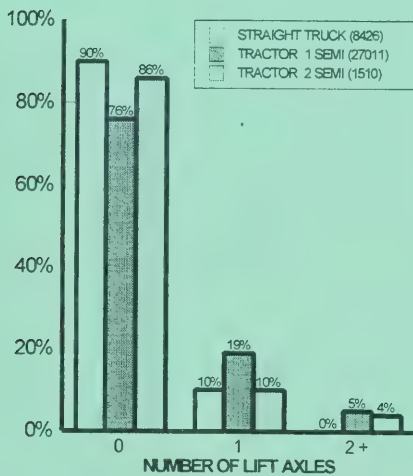
## MANUAL SLACK ADJUSTERS



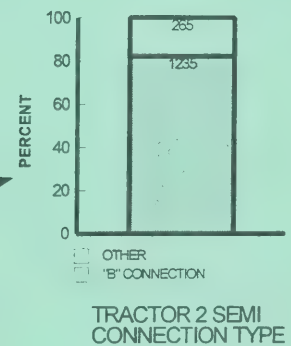
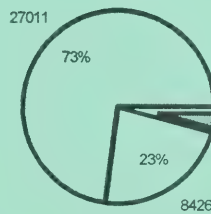
## NUMBER OF AXLES



## LIFT AXLES

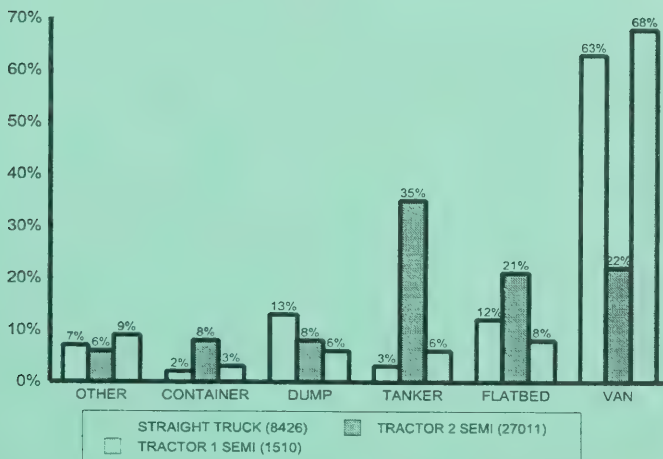


## VEHICLE CONFIGURATION

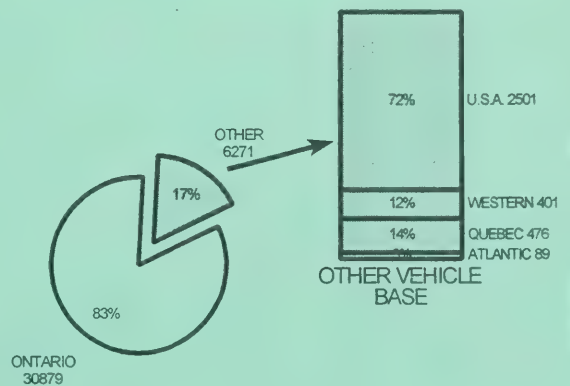


## TRACTOR 2 SEMI CONNECTION TYPE

## BODY STYLE

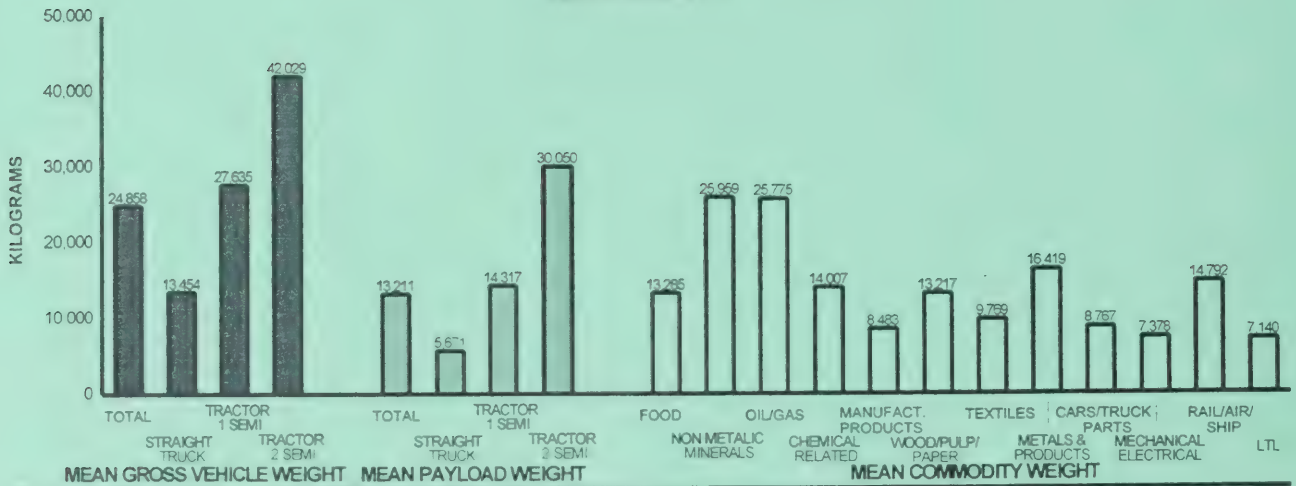


## VEHICLE BASE

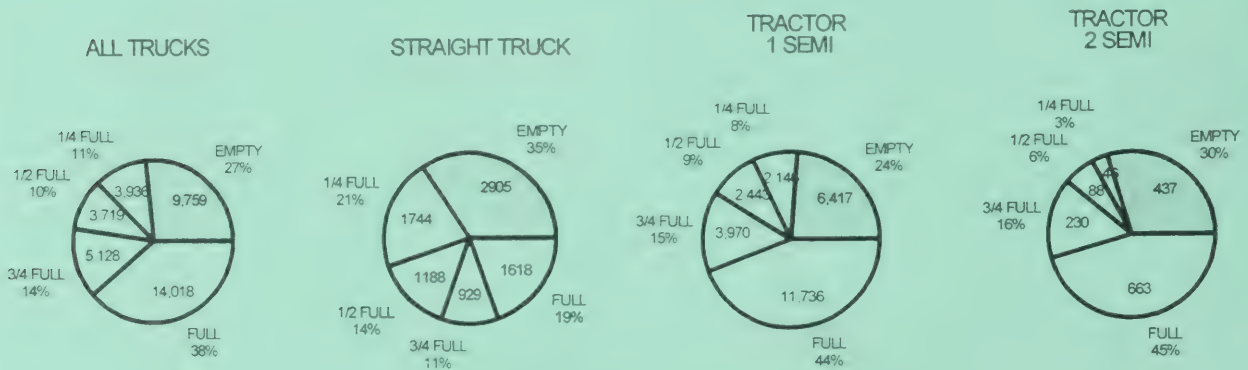


# CENTRAL REGION

## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE





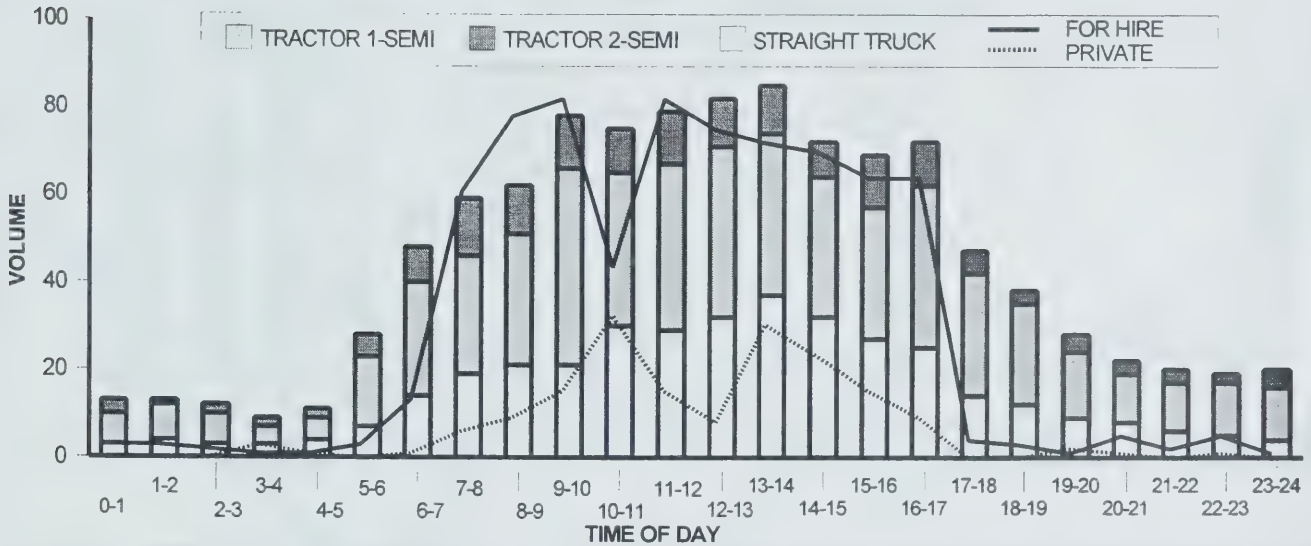
# MORRISTON R10

HWY. 6, STATION #: 140

DIRECTION: NORTH BOUND

LOCATION: SOUTH OF 401 (MTO PATROL YARD)

## TRUCK VOLUMES BY HOUR

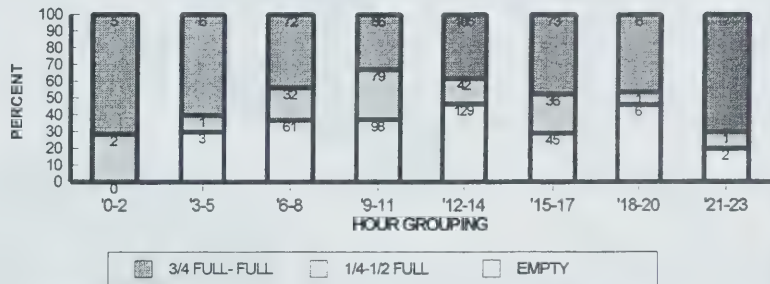


TIME OF DAY	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	13	13	12	9	11	28	48	59	62	78	75	79	82	85	72	69	72	47	38	28	22	20	19	20	1061
ALL VEHICLES	144	84	59	42	49	129	328	532	537	552	578	574	587	590	577	598	661	727	584	456	378	327	288	226	9607
% COMMERCIAL	9.0	15.5	20.3	21.4	22.4	21.7	14.6	11.1	11.5	14.1	13.0	13.8	14.0	14.4	12.5	11.5	10.9	6.5	6.5	6.1	5.8	6.1	6.6	8.8	11.0

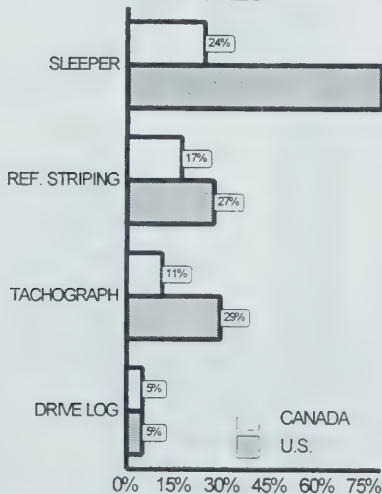
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 18,19	21	156	62.2%
July 20,21	17	88	52.1%
Aug 9-11	23	167	80.3%
Aug 12-14	22	114	65.5%
TOTALS	83	525	65.5%

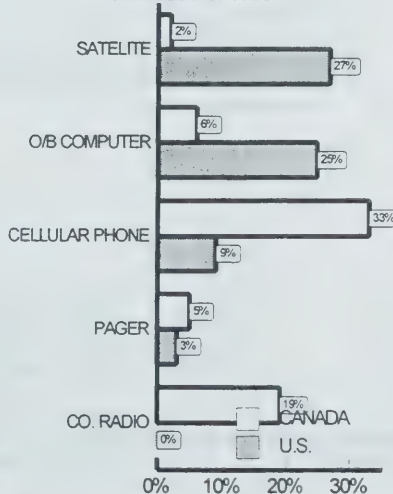
## LEVEL OF UTILIZATION BY HOUR GROUPING



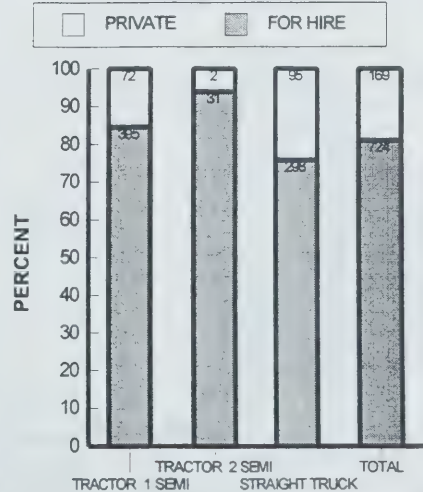
## FEATURES



## COMMUNICATION



## CARRIER TYPE



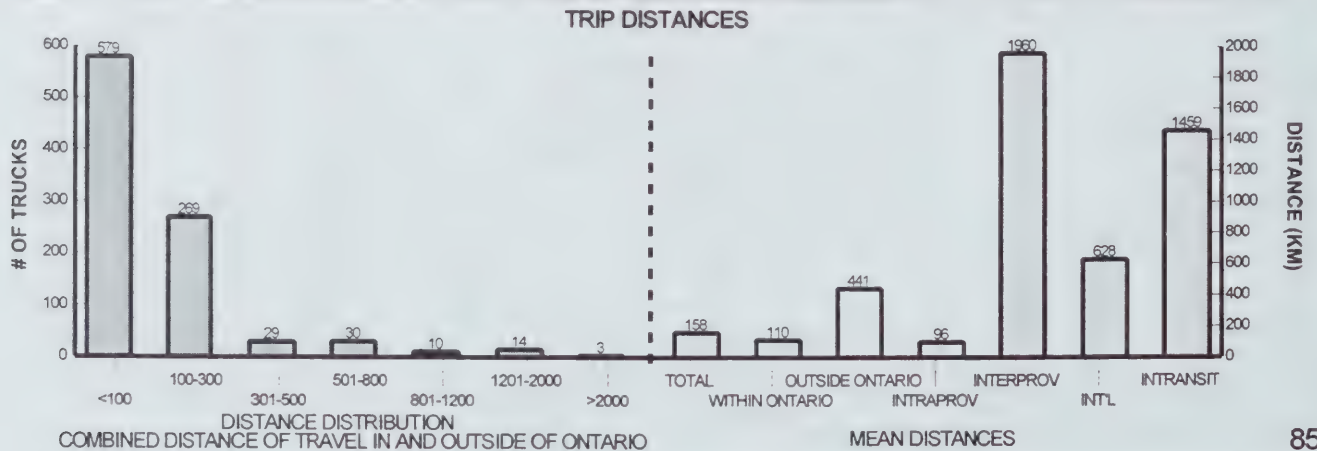
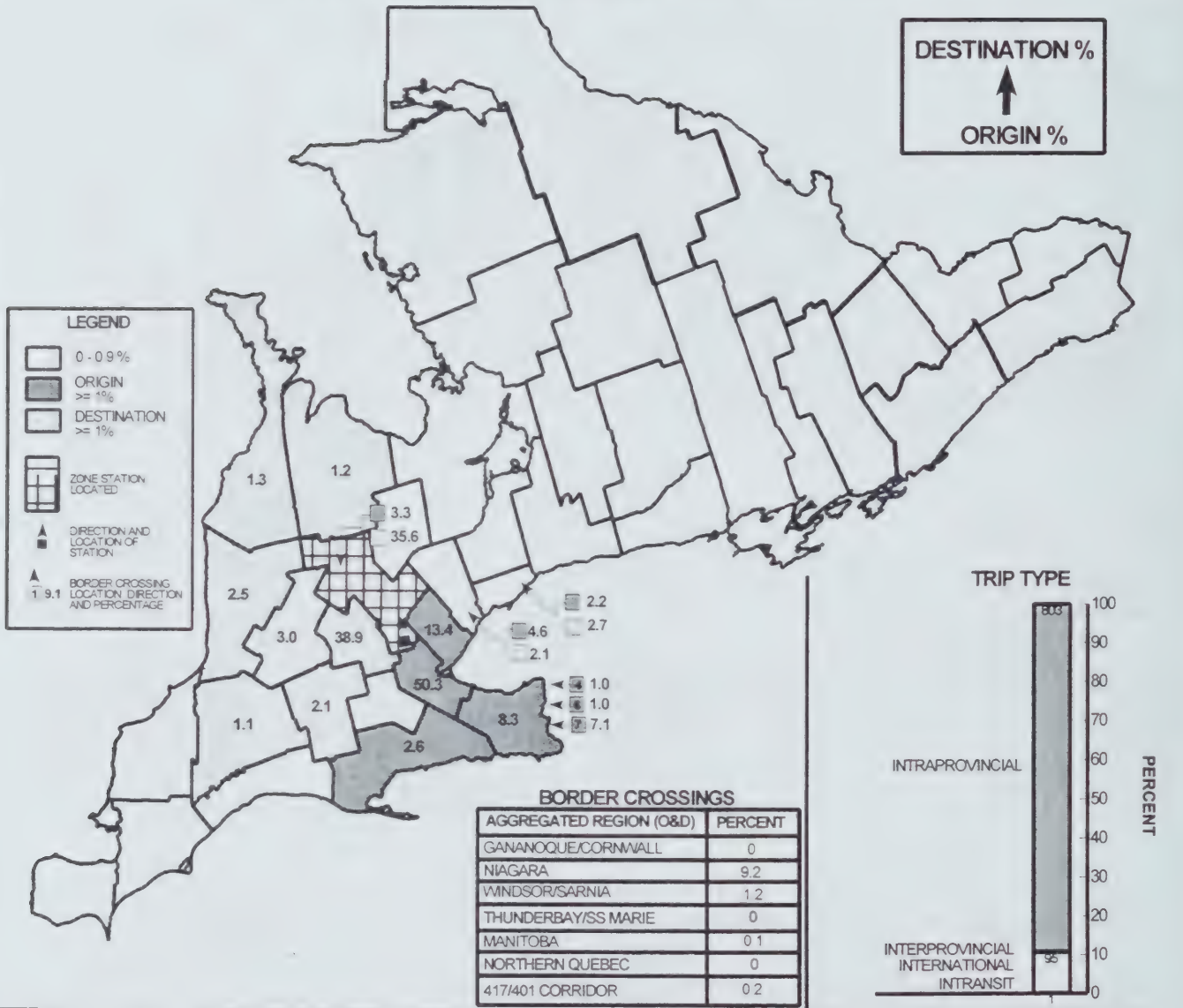
Values represent frequency or mean, unless identified as percent

# MORRISTON R10

HWY. 6, STATION #: 140

DIRECTION: NORTH BOUND

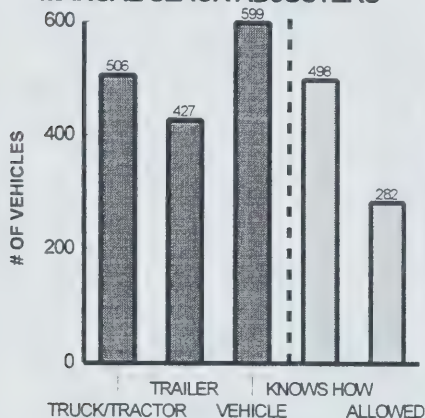
ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



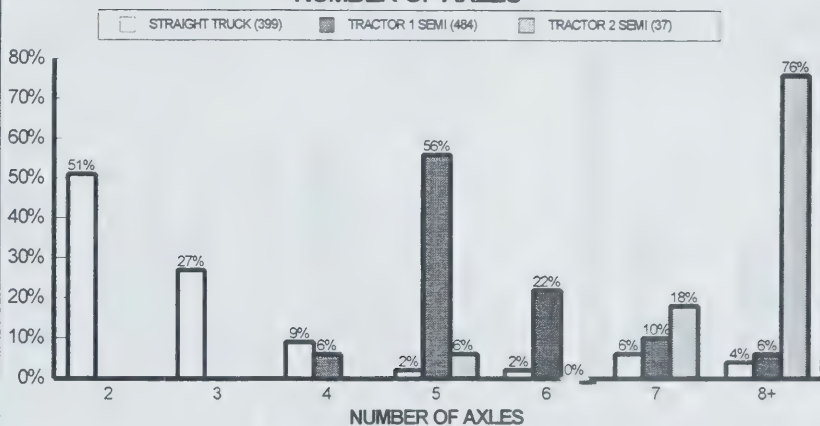
# MORRISTON R10

HWY. 6, STATION #: 140  
DIRECTION: NORTH BOUND

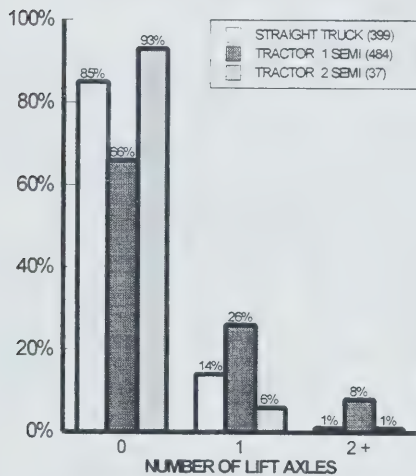
## MANUAL SLACK ADJUSTERS



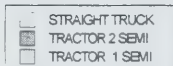
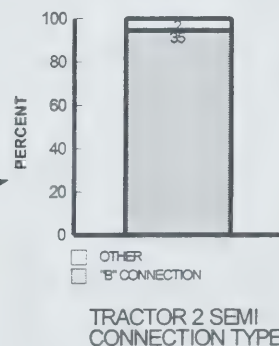
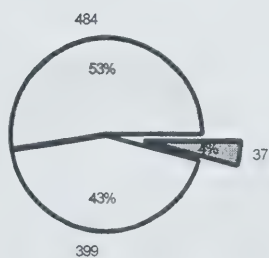
## NUMBER OF AXLES



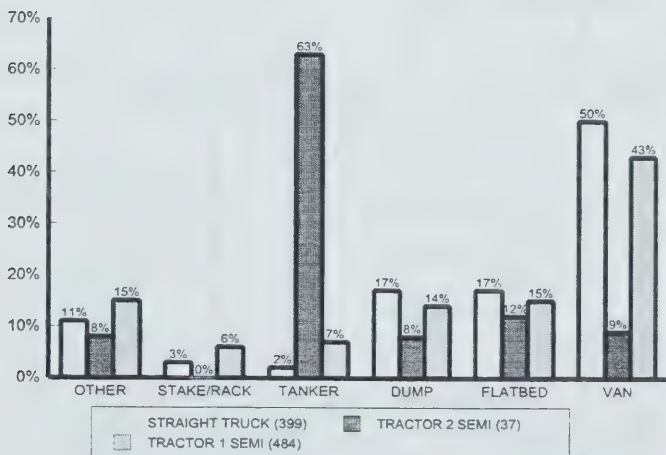
## LIFT AXLES



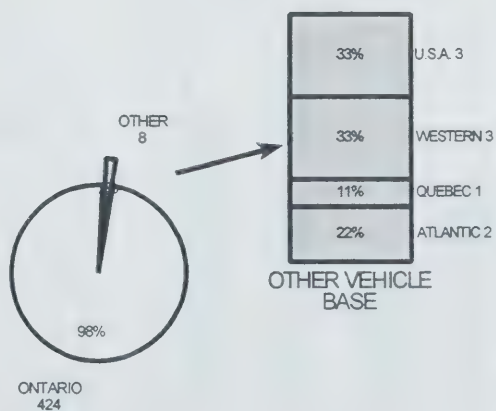
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

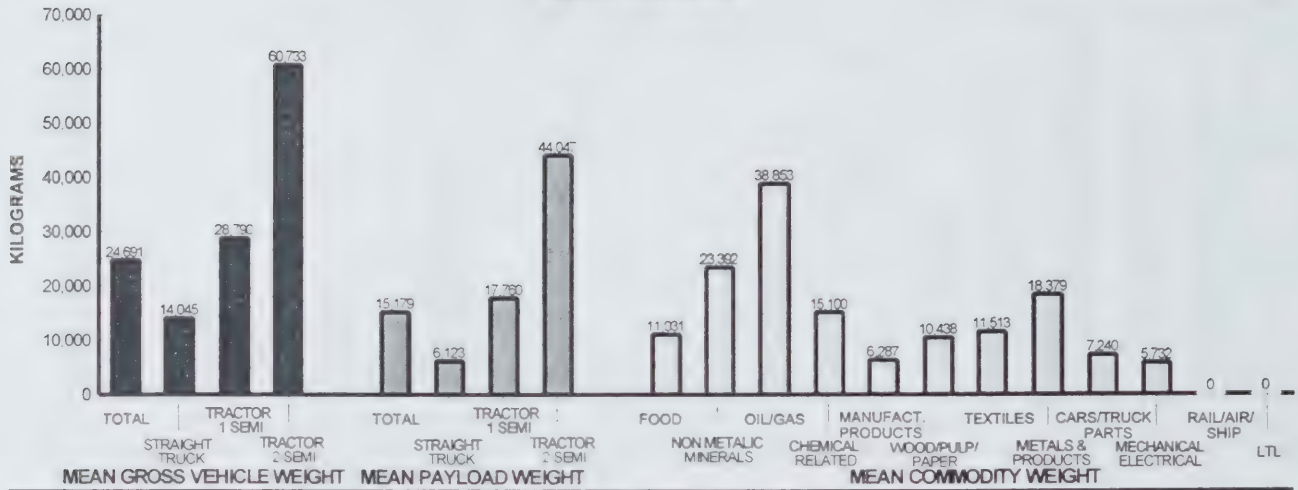




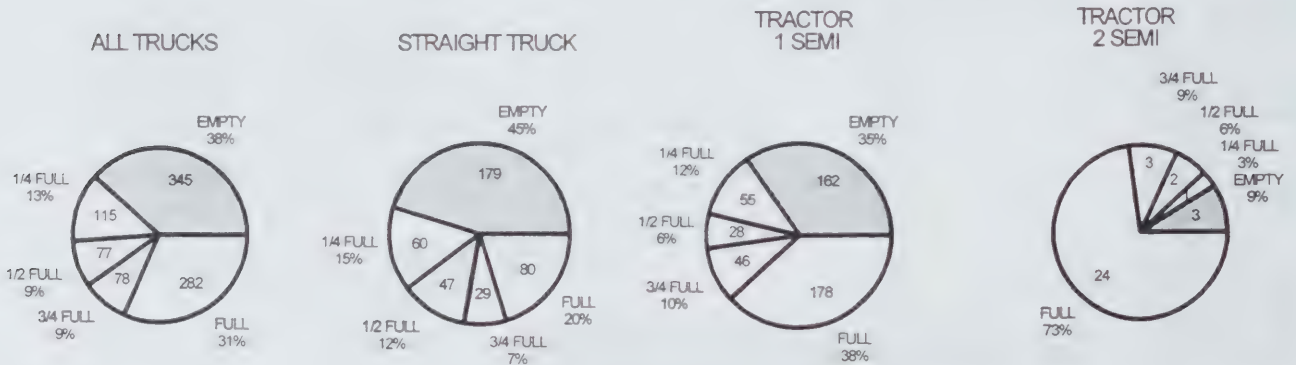
# MORRISTON R10

HWY. 6, STATION #: 140  
DIRECTION: NORTH BOUND

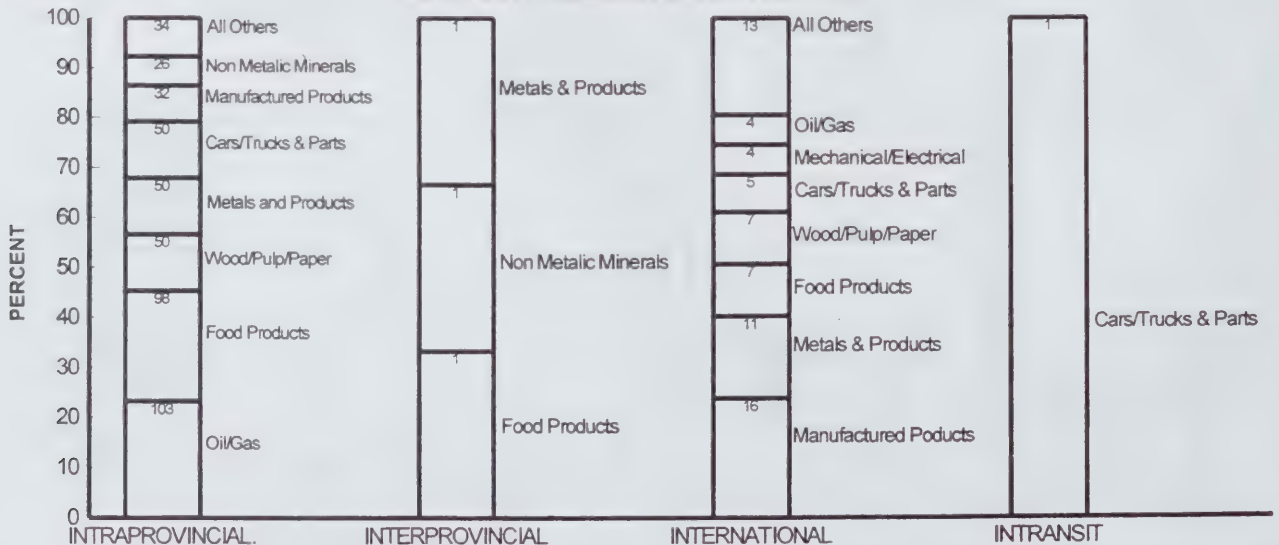
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



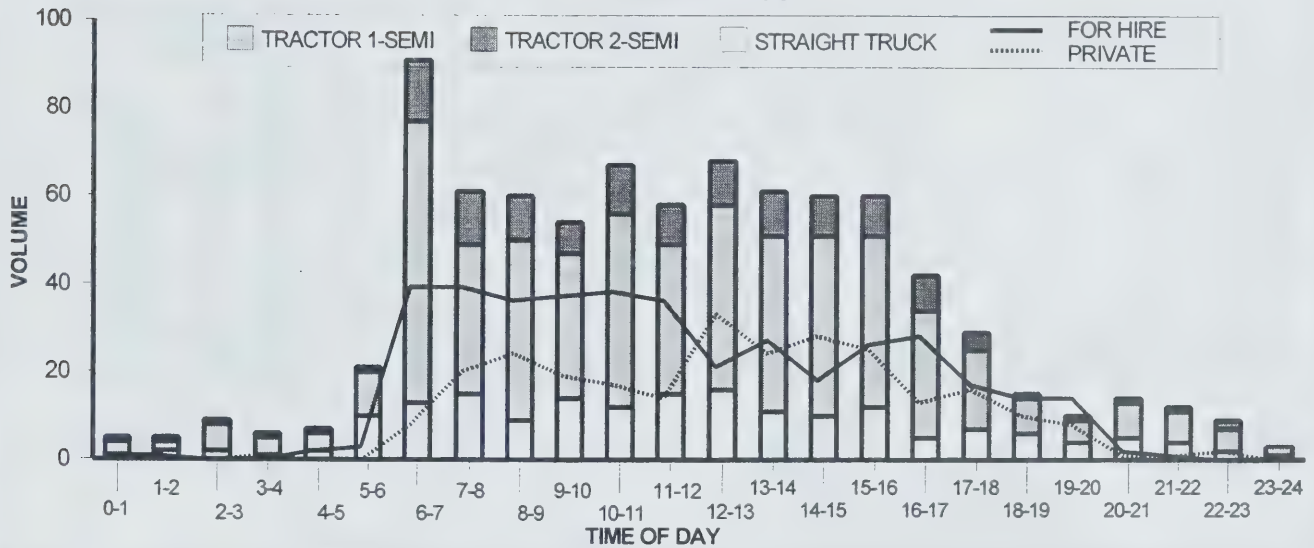
## COMMODITY COMPOSITION BY TRIP TYPE



# VICTORIA 224

HWY. 10, STATION #: 161  
DIRECTION: SOUTH BOUND  
LOCATION: AT VICTORIA

## TRUCK VOLUMES BY HOUR

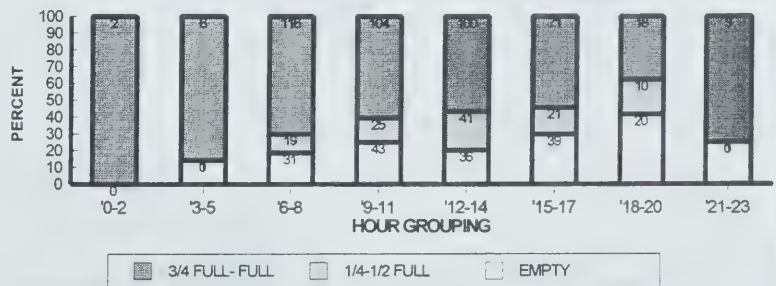


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	5	5	9	6	7	21	91	61	60	54	67	58	68	61	60	60	42	29	15	10	14	12	9	3	827
ALL VEHICLES	58	42	26	34	93	355	932	1112	694	460	440	425	434	440	462	426	404	451	399	314	299	305	246	129	8980
% COMMERCIAL	8.6	11.9	34.6	17.6	7.5	5.9	9.8	5.5	8.6	11.7	15.2	13.6	15.7	13.9	13.0	14.1	10.4	6.4	3.8	3.2	4.7	3.9	3.7	2.3	9.2

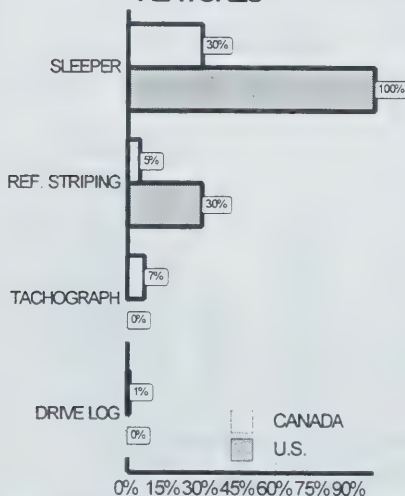
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 18	16	83	45.1%
July 19	14	81	50.0%
July 20	13	69	49.3%
July 21	14	70	38.0%
TOTALS	57	303	45.2%

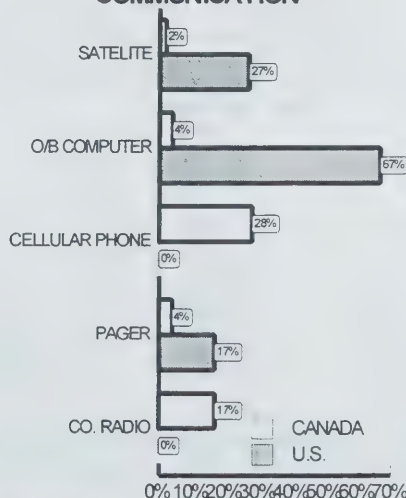
## LEVEL OF UTILIZATION BY HOUR GROUPING



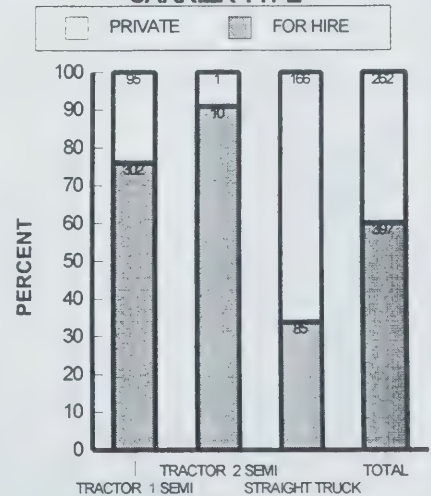
## FEATURES



## COMMUNICATION



## CARRIER TYPE

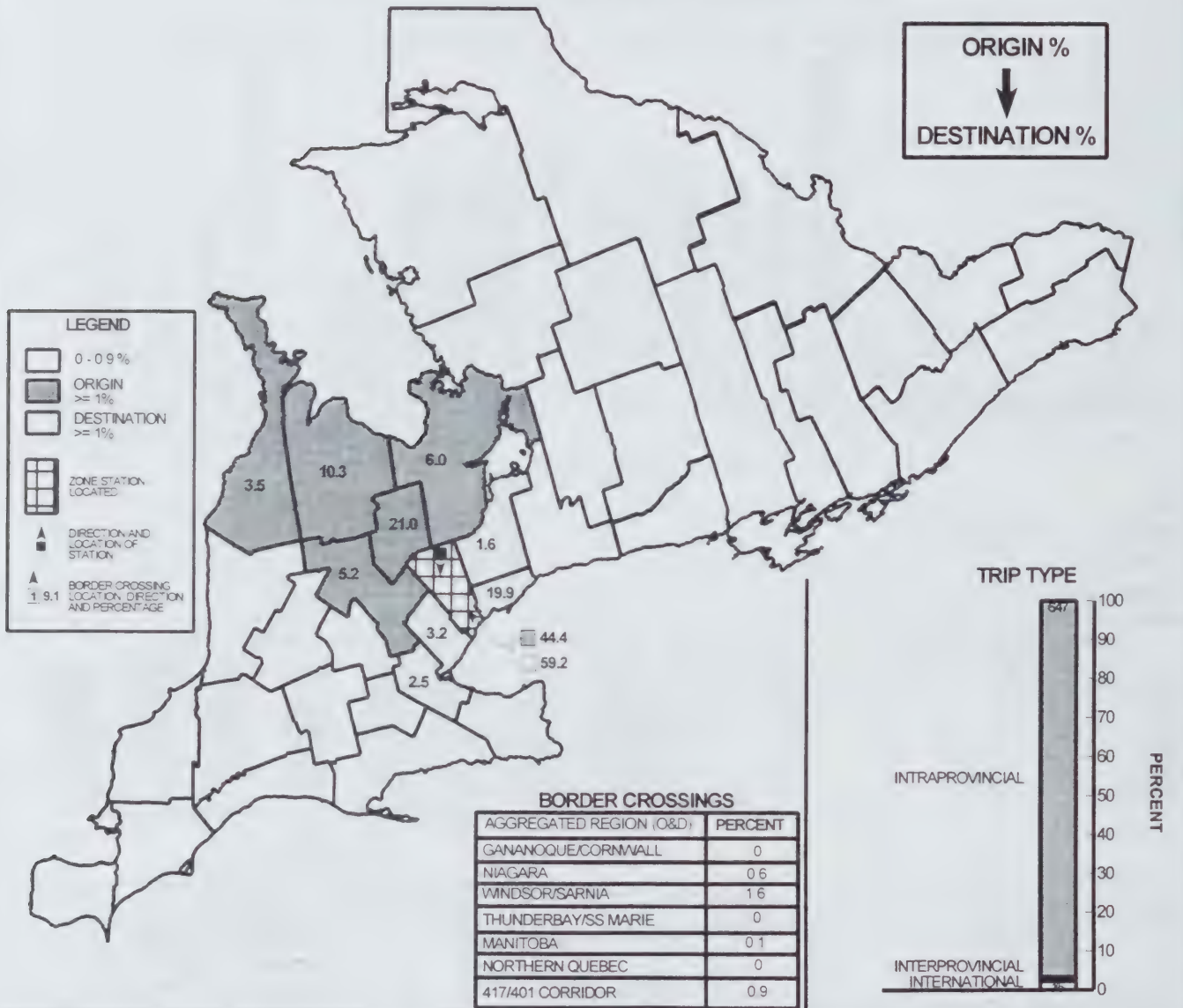


Values represent frequency or mean, unless identified as percent

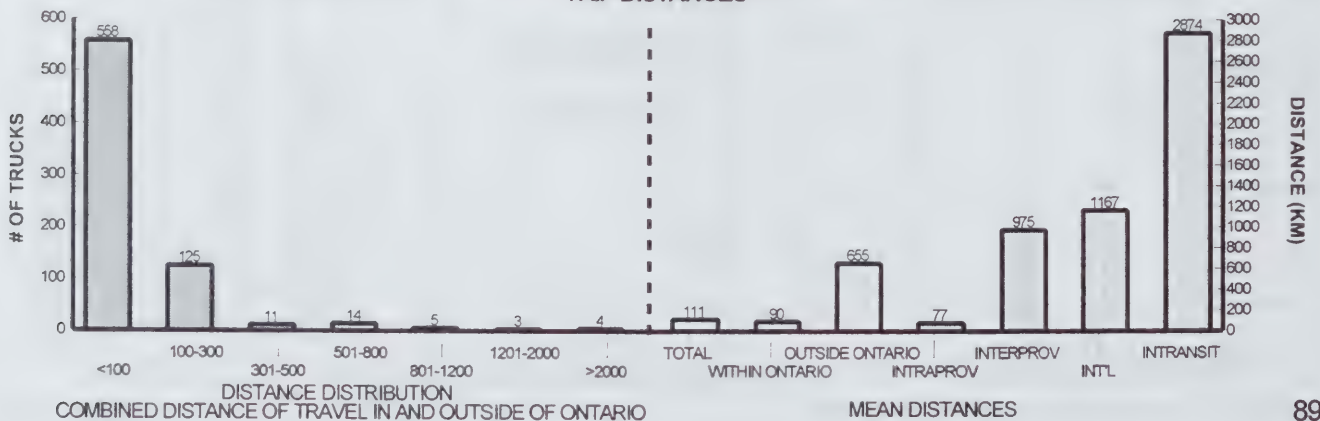
# VICTORIA 224

HWY. 10, STATION #: 161  
DIRECTION: SOUTH BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES

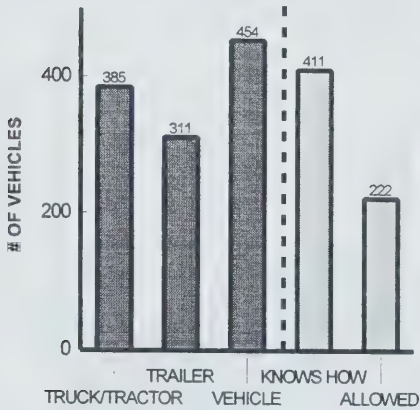




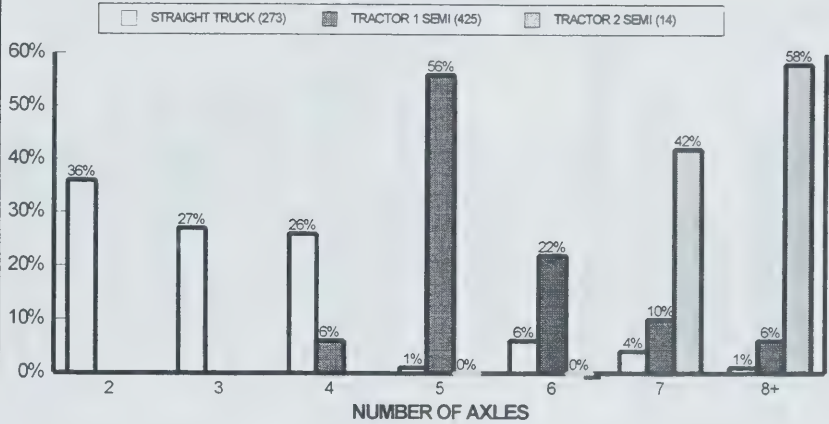
# VICTORIA 224

HWY. 10, STATION #: 161  
DIRECTION: SOUTH BOUND

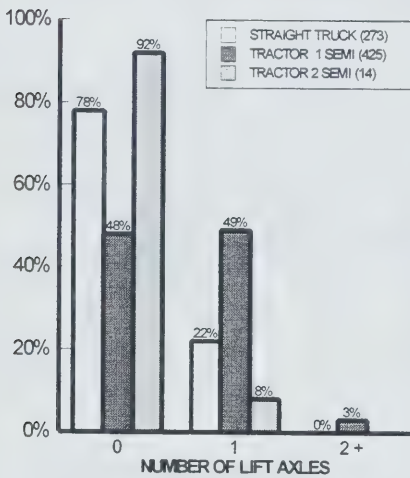
## MANUAL SLACK ADJUSTERS



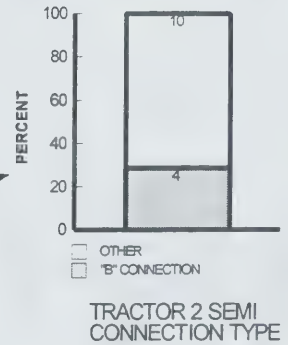
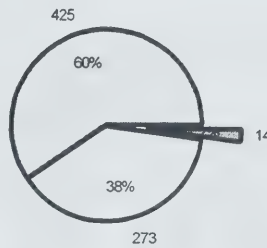
## NUMBER OF AXLES



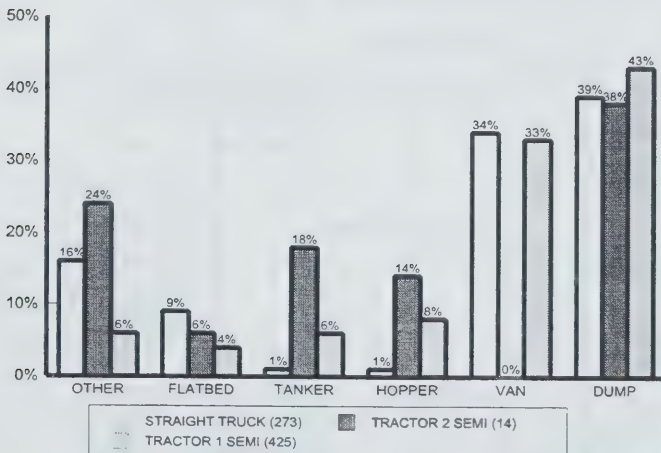
## LIFT AXLES



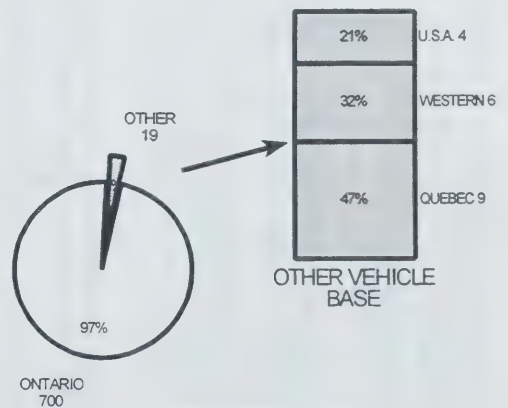
## VEHICLE CONFIGURATION



## BODY STYLE



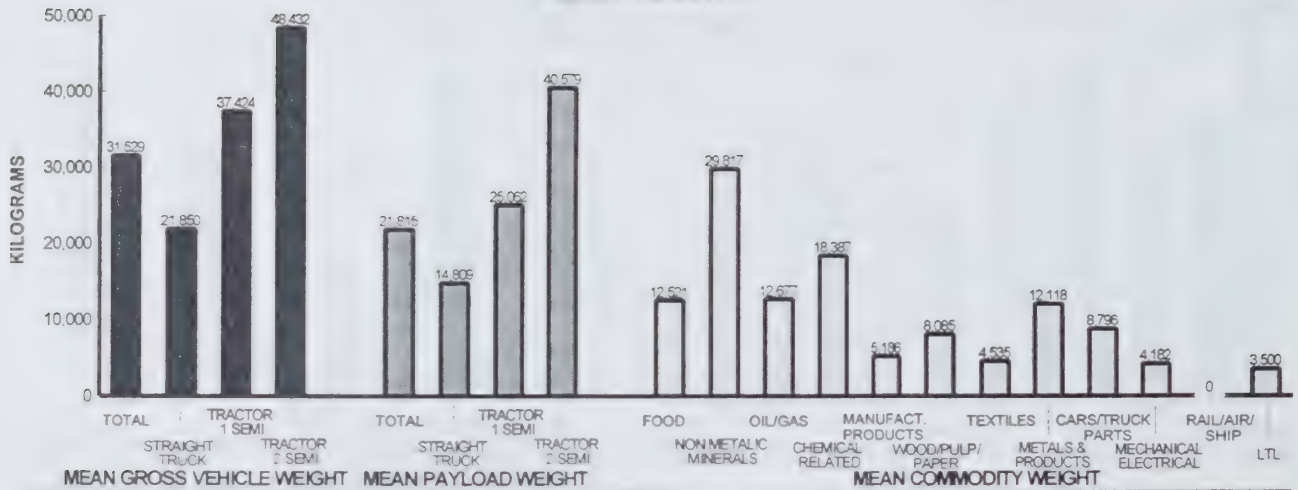
## VEHICLE BASE



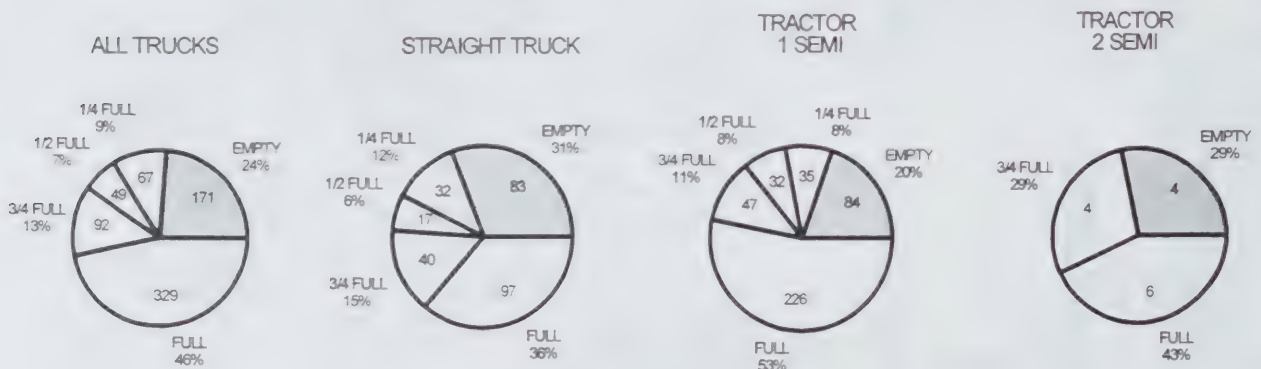
# VICTORIA 224

HWY. 10, STATION #: 161  
DIRECTION: SOUTH BOUND

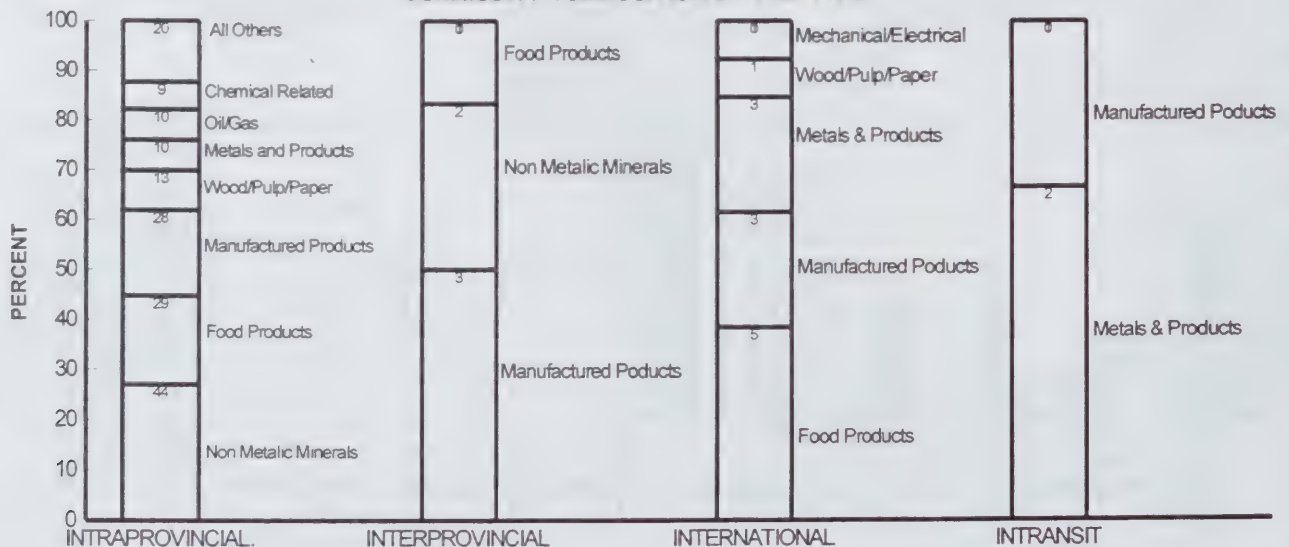
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



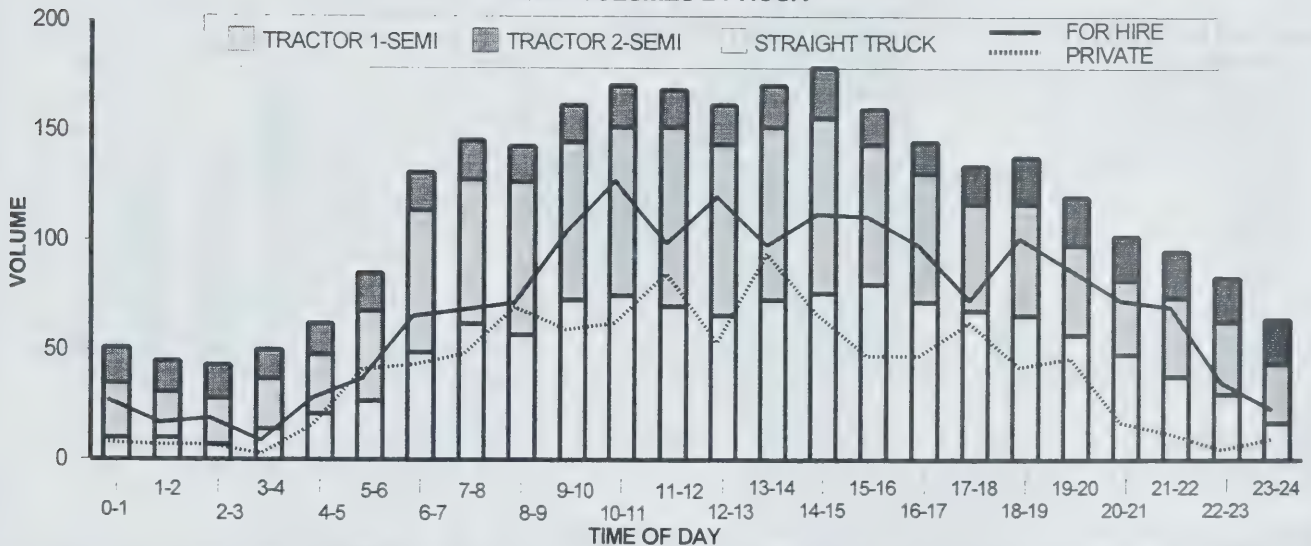
## COMMODITY COMPOSITION BY TRIP TYPE



# WOODBIDGE 212

HWY. 400, STATION #: 139  
DIRECTION: SOUTH BOUND  
LOCATION: 4 KM NORTH OF HWY 7

## TRUCK VOLUMES BY HOUR

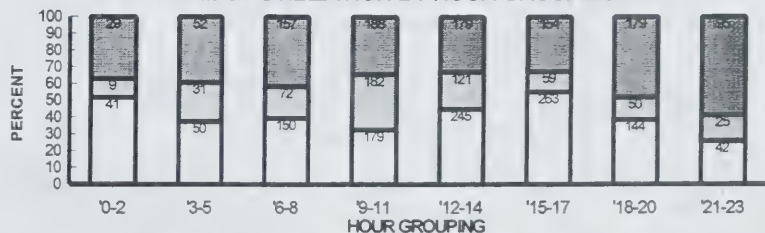


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	51	45	43	50	62	85	131	146	143	162	171	169	162	171	179	160	145	134	132	120	102	95	83	64	2811
ALL VEHICLES	253	170	131	145	298	1090	3325	4051	2735	1802	1614	1531	1474	1522	1690	1683	1658	1732	1797	1528	1351	1146	847	510	34083
% COMMERCIAL	20.2	26.5	32.8	34.5	20.8	7.8	3.9	3.6	5.2	9.0	10.6	11.0	11.0	11.2	10.6	9.5	8.7	7.7	7.7	7.9	7.5	8.3	9.8	12.5	8.2

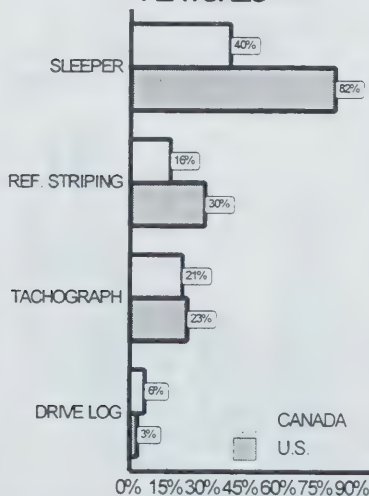
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 1	25	158	44.8%
May 2	24	125	39.3%
May 3	23	136	42.1%
May 4,5	40	172	39.8%
TOTALS	112	591	41.2%

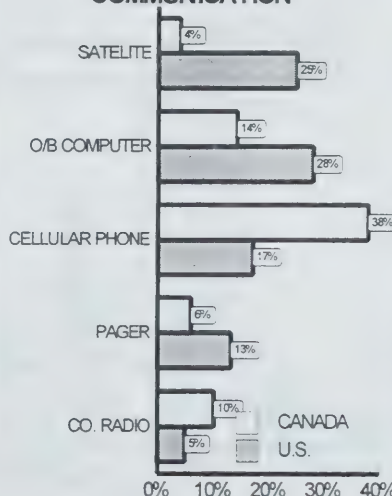
## LEVEL OF UTILIZATION BY HOUR GROUPING



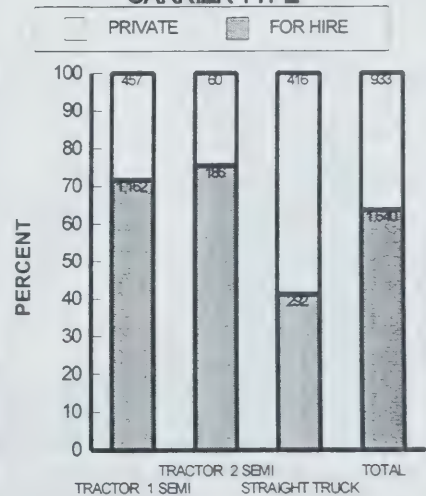
## FEATURES



## COMMUNICATION



## CARRIER TYPE



Values represent frequency or mean, unless identified as percent

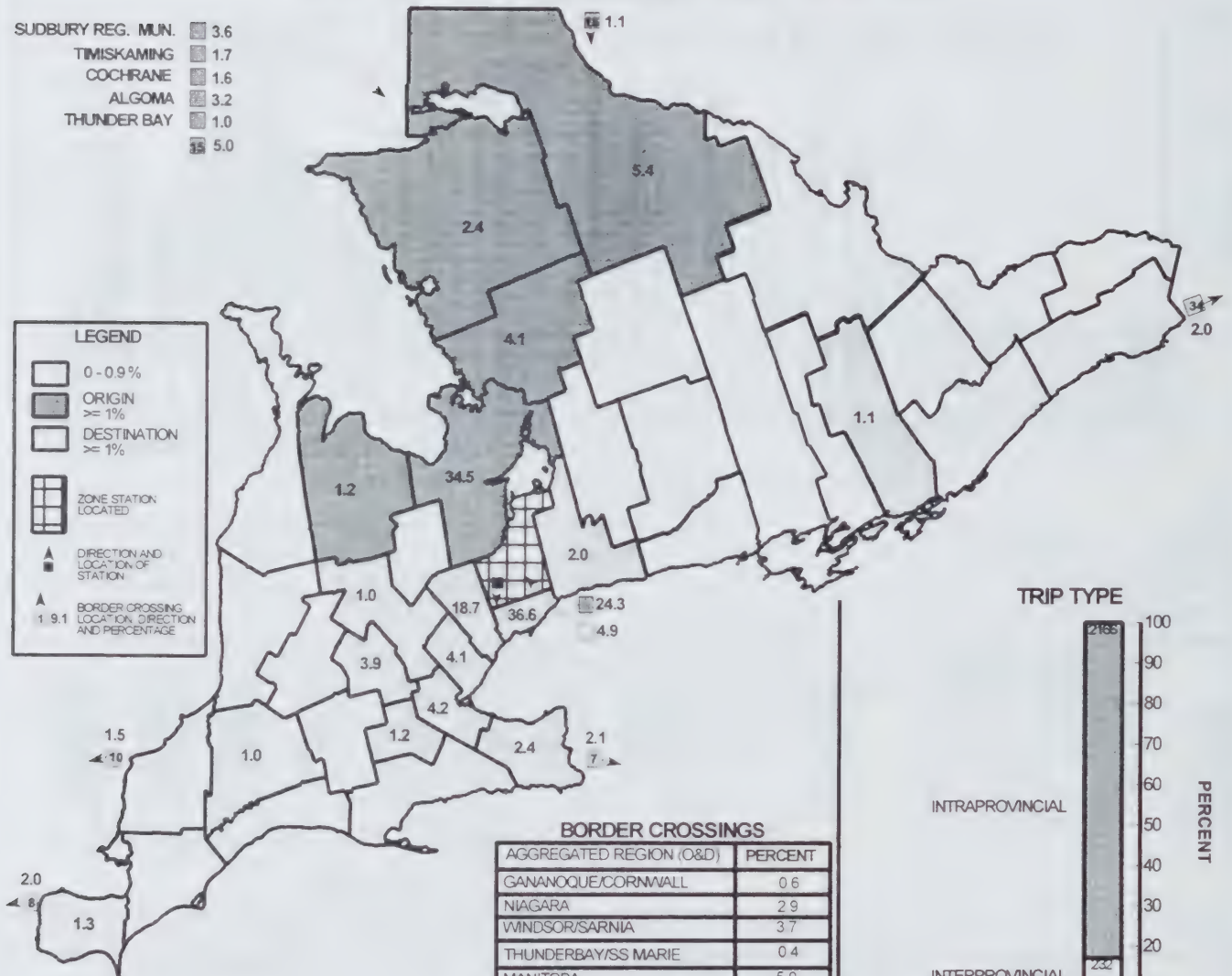


# WOODBIDGE 212

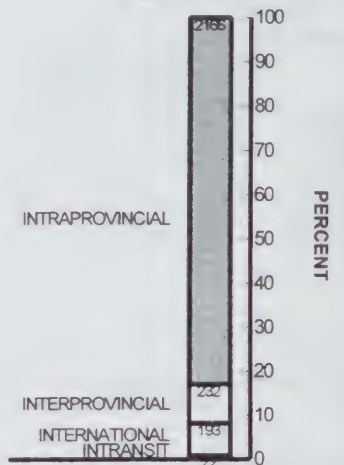
HWY. 400, STATION #: 139  
DIRECTION: SOUTH BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)

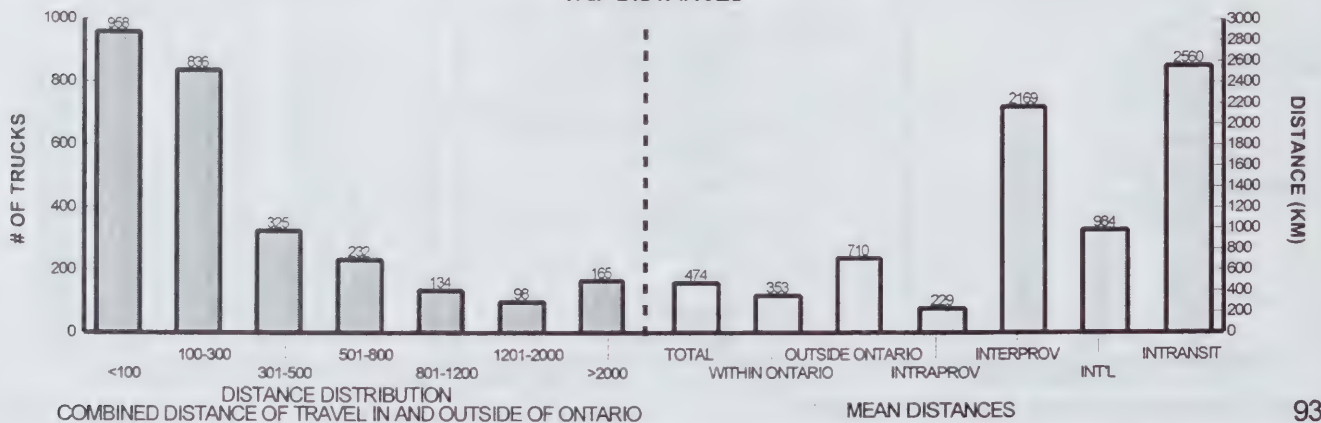
SUDBURY REG. MUN. 3.6  
TIMISKAMING 1.7  
COCHRANE 1.6  
ALGOMA 3.2  
THUNDER BAY 1.0  
35 5.0



### TRIP TYPE



### TRIP DISTANCES



# WOODBRIDGE 212

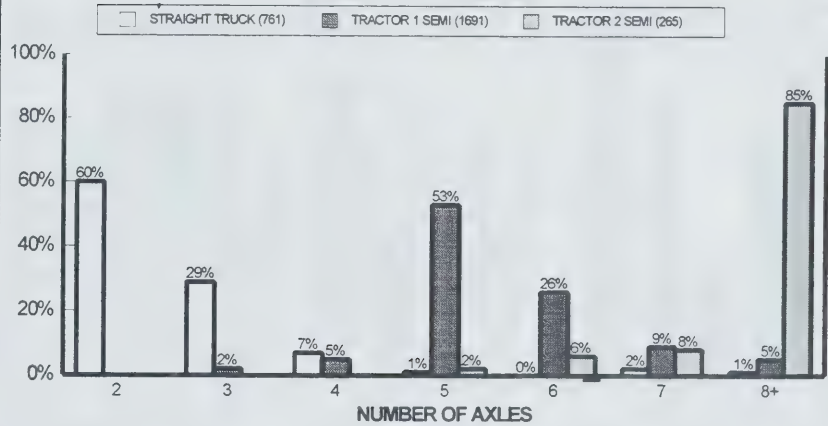
HWY. 400, STATION #: 139

DIRECTION: SOUTH BOUND

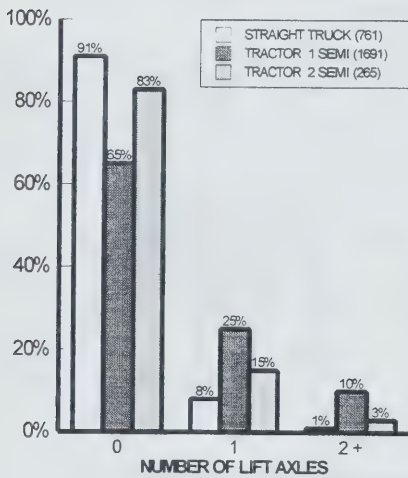
## MANUAL SLACK ADJUSTERS



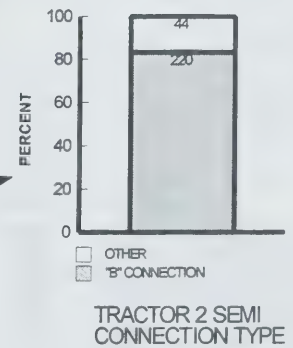
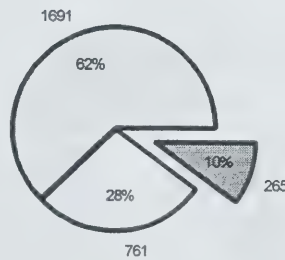
## NUMBER OF AXLES



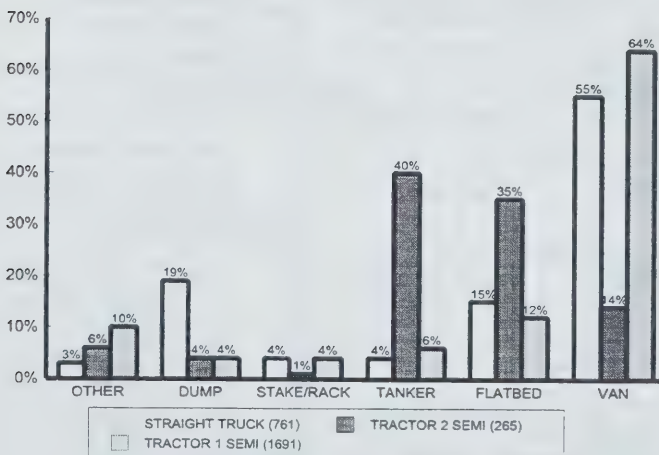
## LIFT AXLES



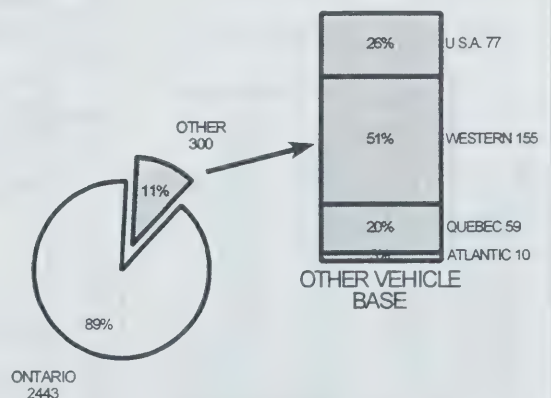
## VEHICLE CONFIGURATION



## BODY STYLE



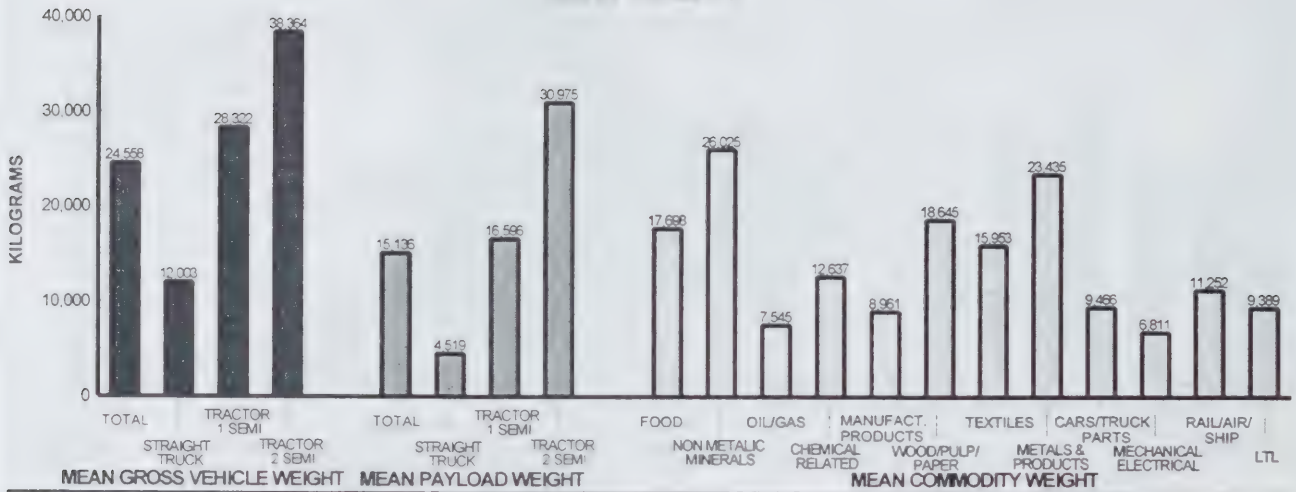
## VEHICLE BASE



# WOODBIDGE 212

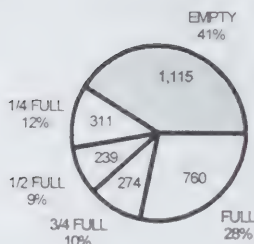
HWY. 400, STATION #: 139  
DIRECTION: SOUTH BOUND

## MEAN WEIGHTS

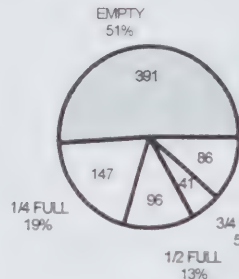


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

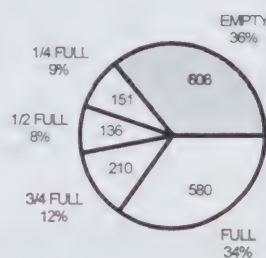
### ALL TRUCKS



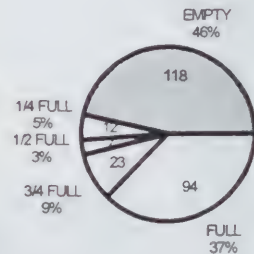
### STRAIGHT TRUCK



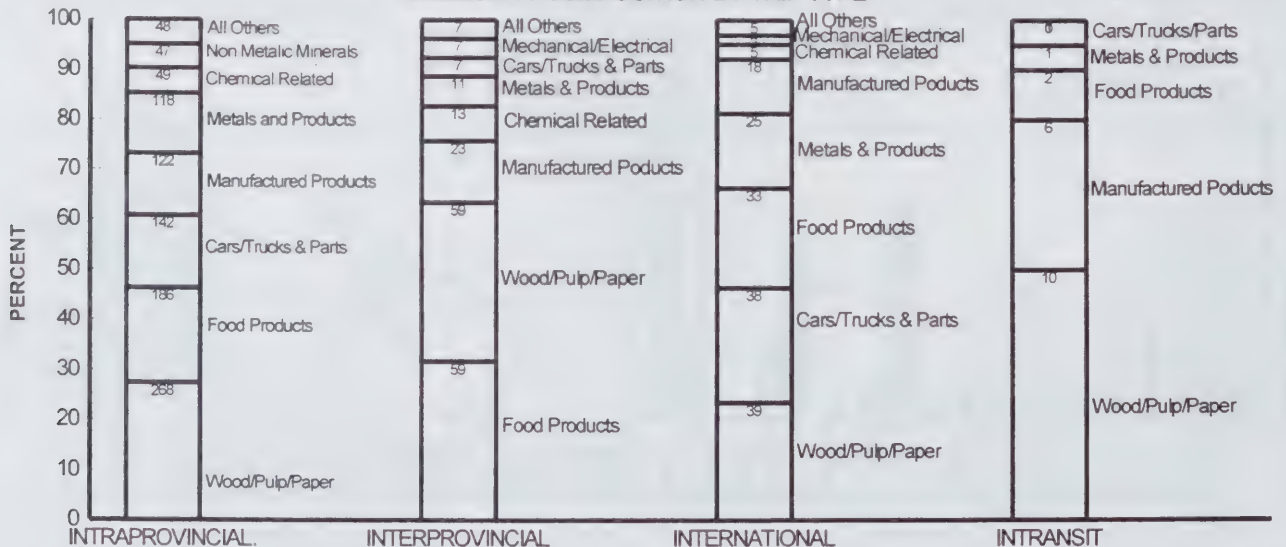
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE

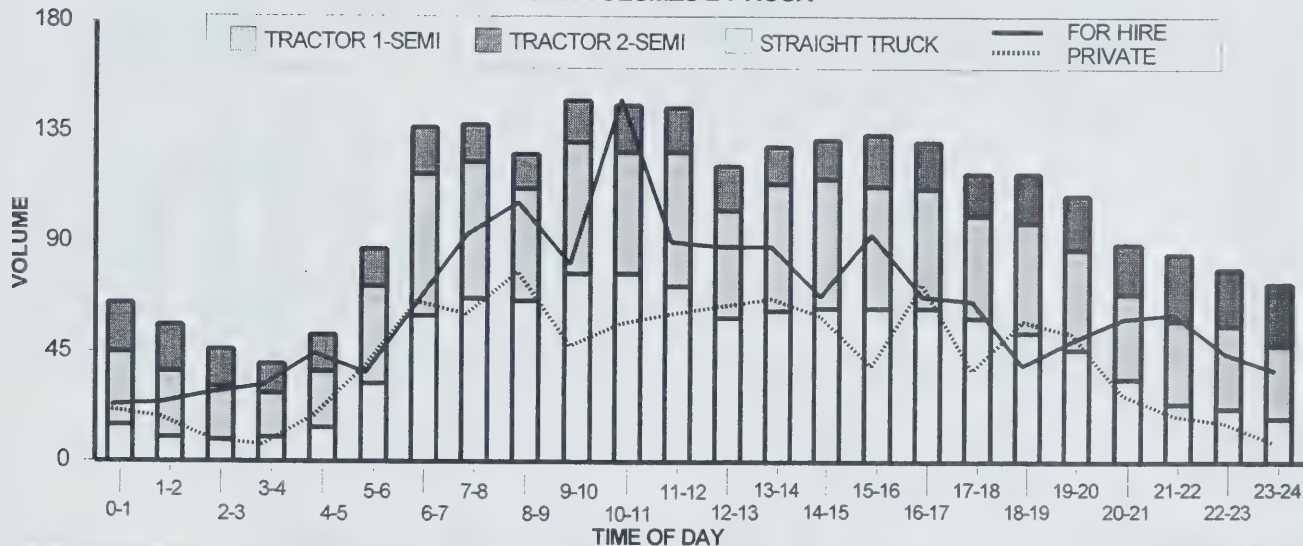




# KING 213

HWY. 400, STATION #: 137  
DIRECTION: NORTH BOUND  
LOCATION: 2 KM NORTH OF KING SIDE ROAD

## TRUCK VOLUMES BY HOUR

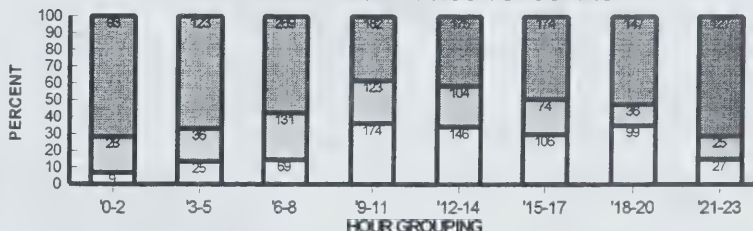


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	65	56	46	40	52	87	137	138	126	148	146	145	121	129	132	134	131	118	118	109	89	85	79	73	2504
ALL VEHICLES	583	337	224	144	156	275	747	1150	1346	1566	1606	1729	1545	1622	1727	2146	2924	3348	2734	1798	1322	1083	944	780	31836
% COMMERCIAL	11.1	16.6	20.5	27.8	33.3	31.6	18.3	12.0	9.4	9.5	9.1	8.4	7.8	8.0	7.6	6.2	4.5	3.5	4.3	6.1	6.7	7.8	8.4	9.4	7.9

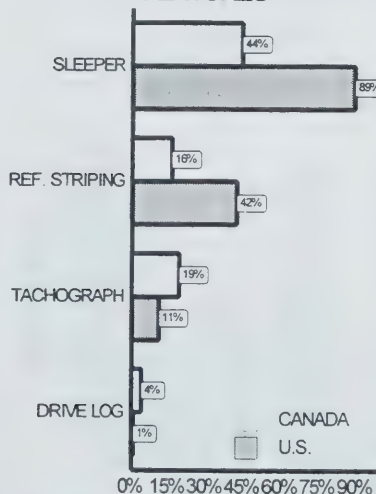
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
June 3,4	41	179	66.3%
June 5	23	139	37.9%
June 6	24	133	34.0%
June 7-9	50	282	37.0%
TOTALS	138	733	40.9%

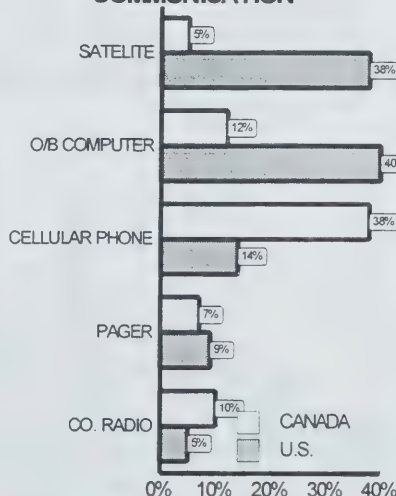
## LEVEL OF UTILIZATION BY HOUR GROUPING



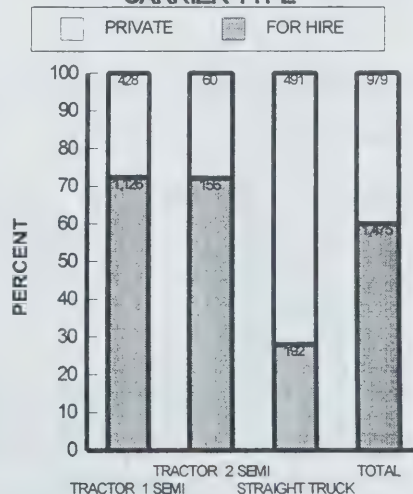
## FEATURES



## COMMUNICATION



## CARRIER TYPE

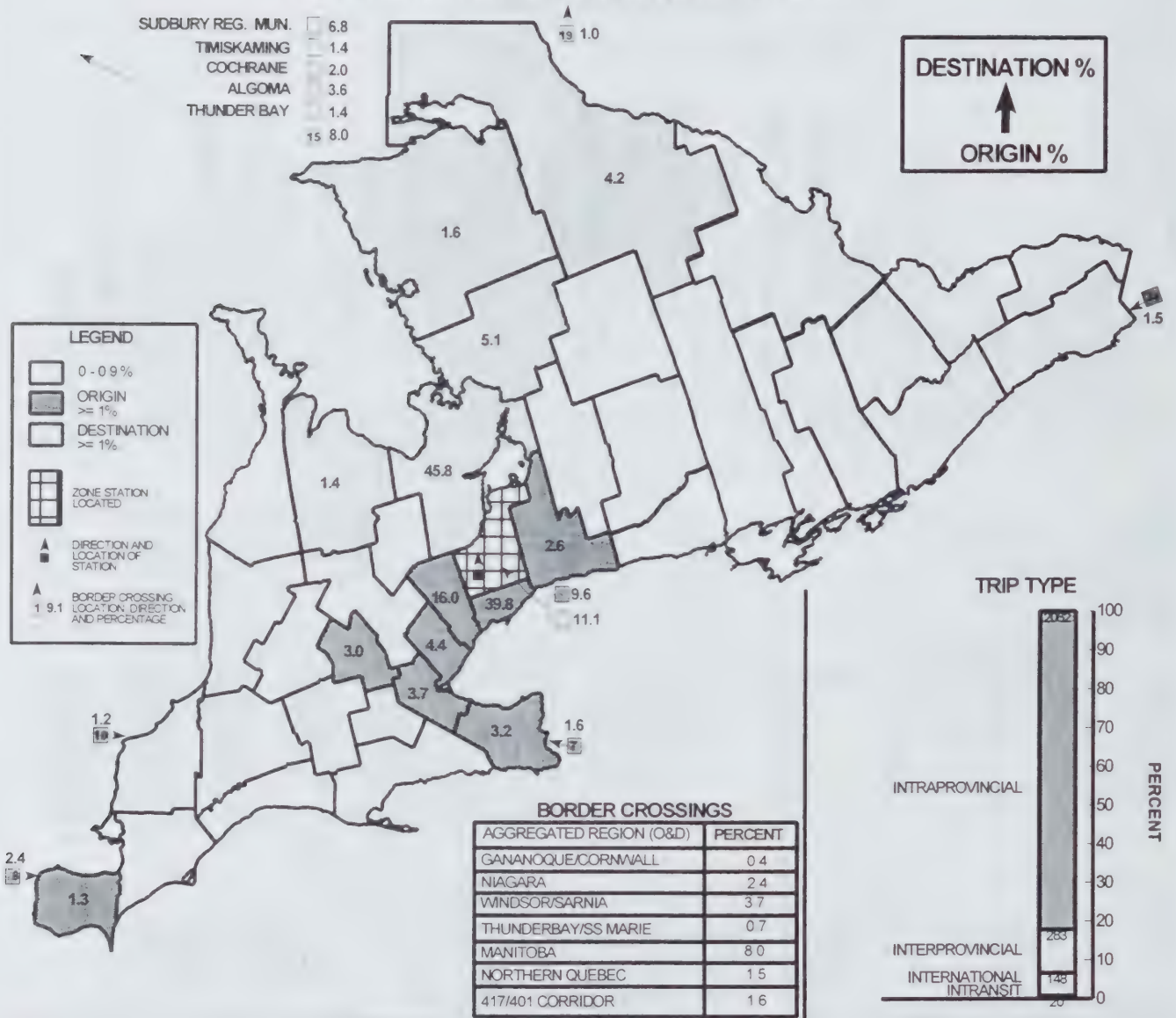


Values represent frequency or mean, unless identified as percent

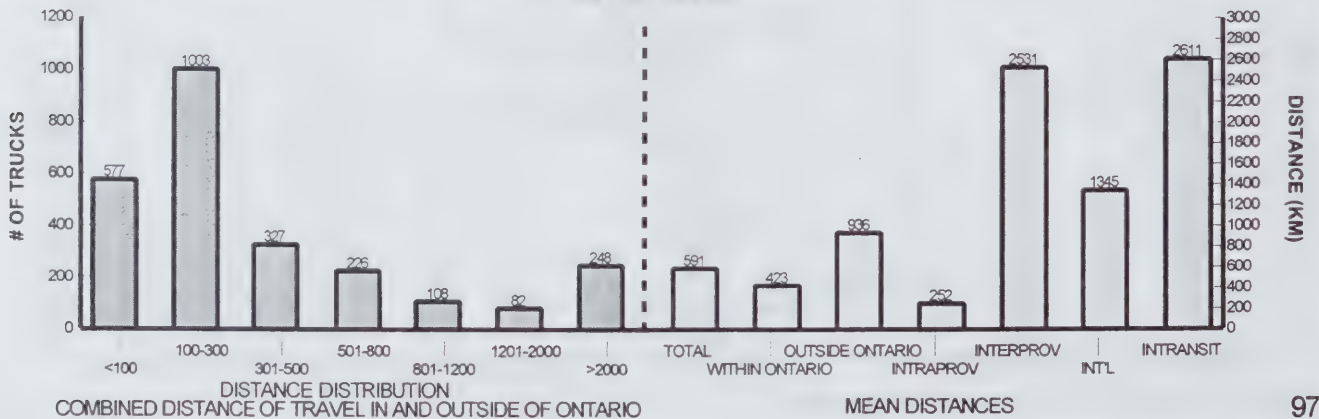
# KING 213

HWY. 400, STATION #: 137  
DIRECTION: NORTH BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



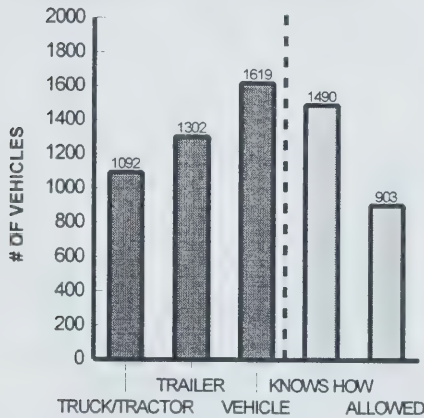
## TRIP DISTANCES



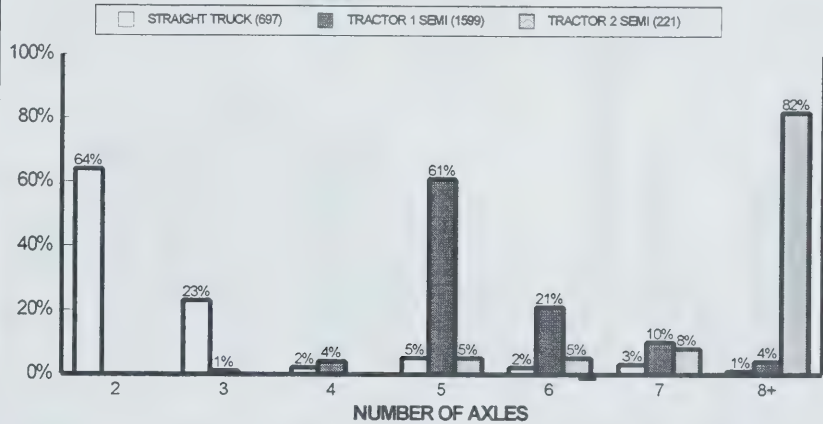
# KING 213

HWY. 400, STATION #: 137  
DIRECTION: NORTH BOUND

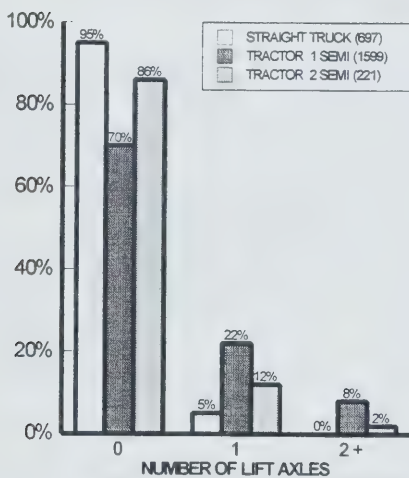
## MANUAL SLACK ADJUSTERS



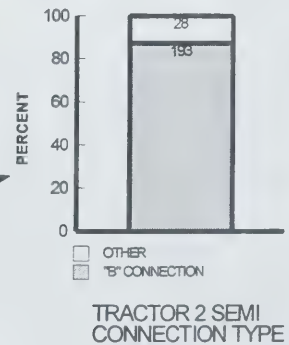
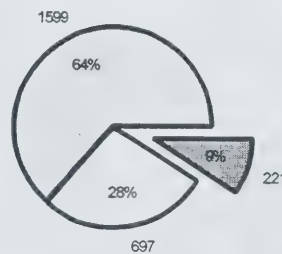
## NUMBER OF AXLES



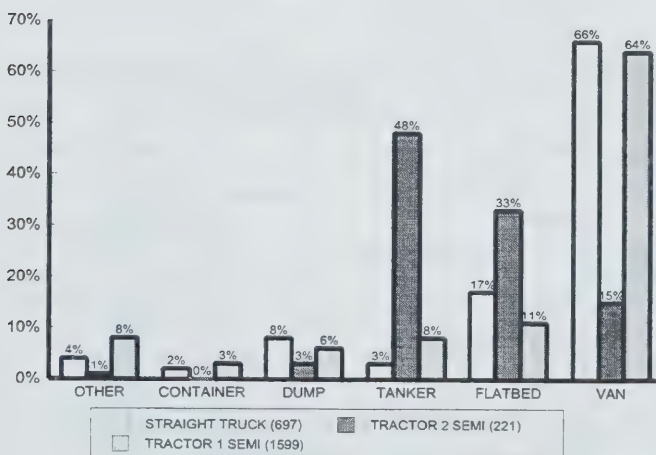
## LIFT AXLES



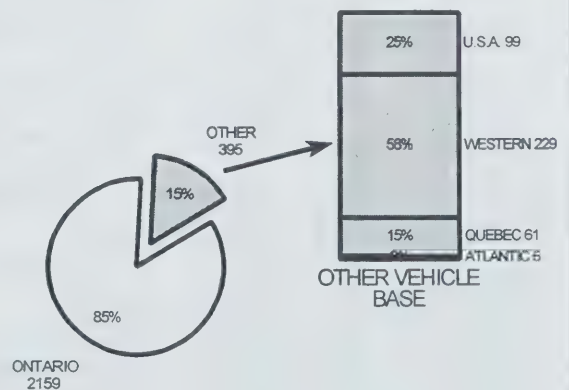
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

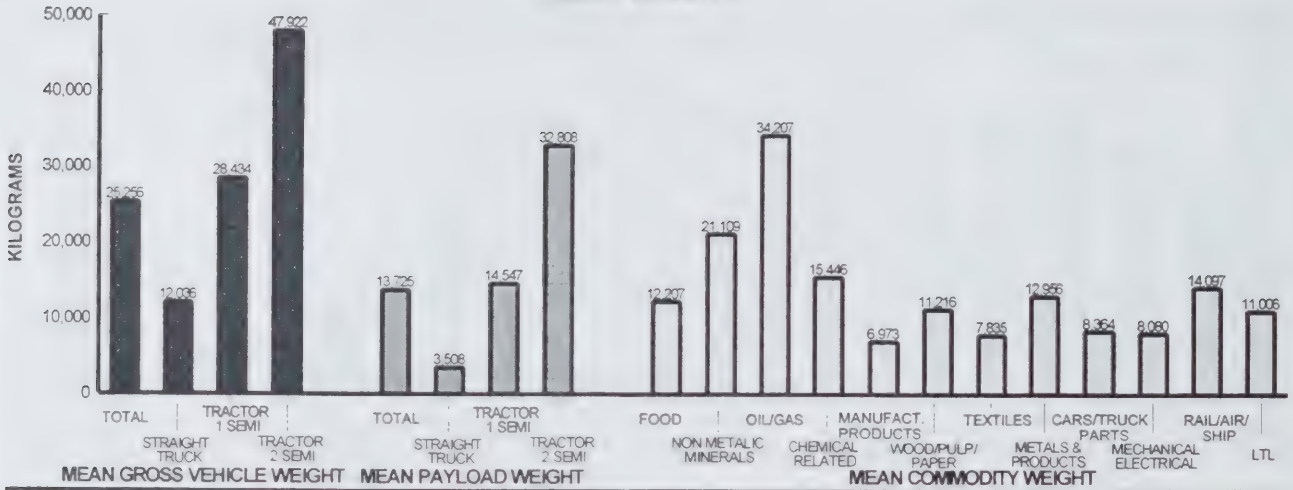




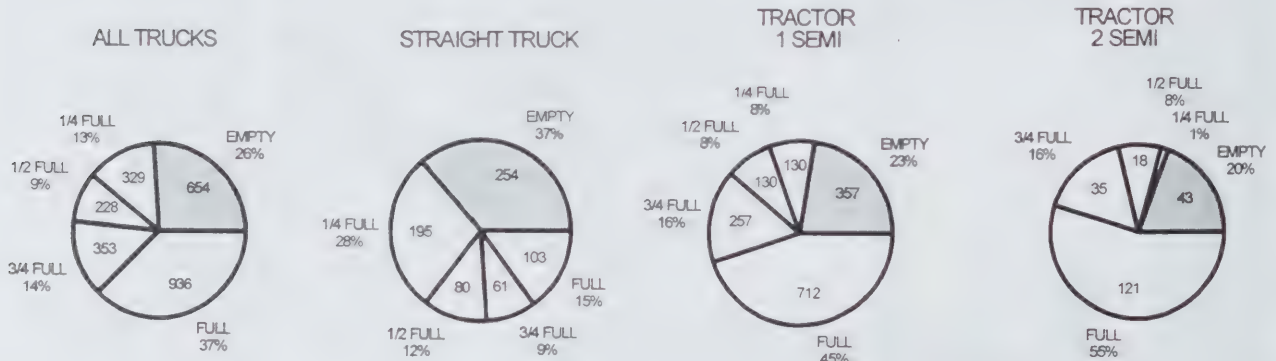
# KING 213

HWY. 400, STATION #: 137  
DIRECTION: NORTH BOUND

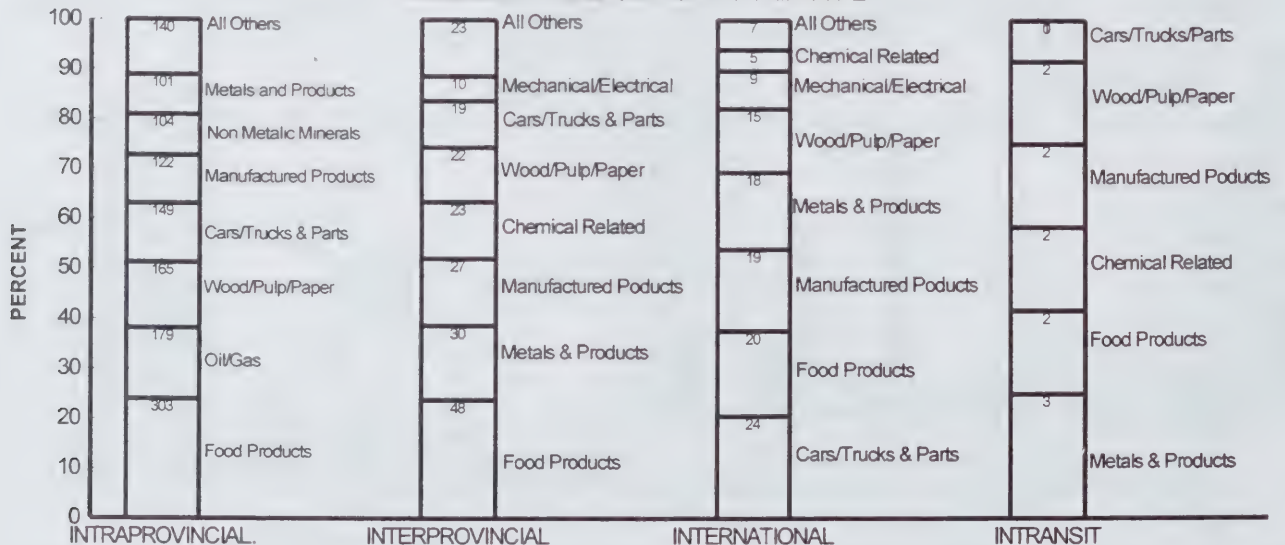
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



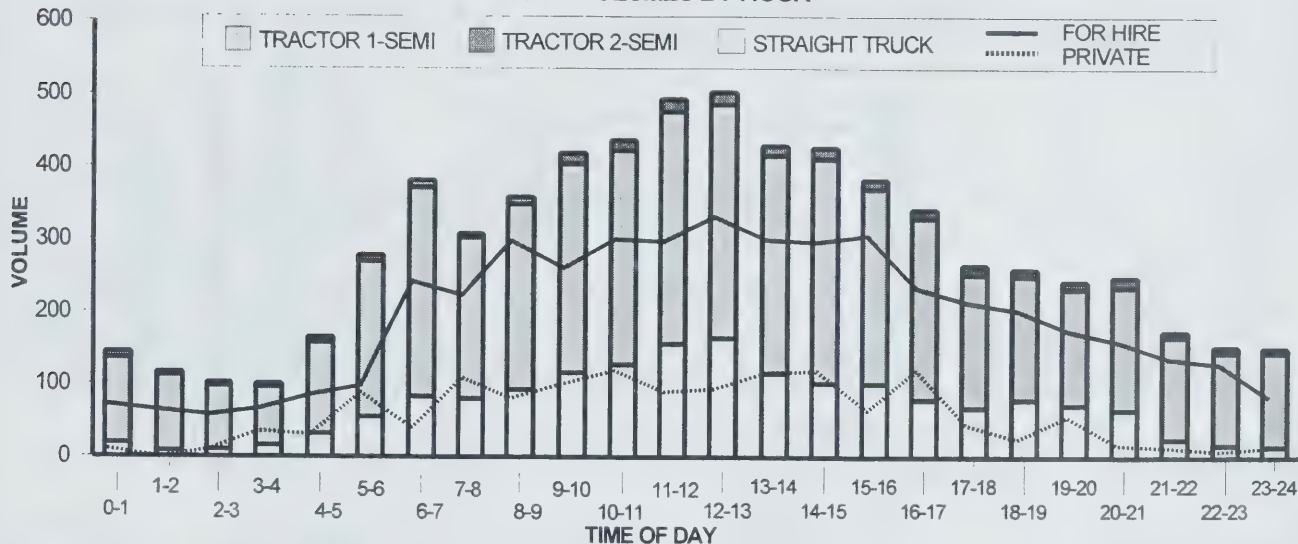
# TRAFALGAR 221

HWY. 401, STATION #: 131

DIRECTION: EAST BOUND

LOCATION: BETWEEN TRAFALGAR RD AND JAMES SNOW PARKWAY

## TRUCK VOLUMES BY HOUR

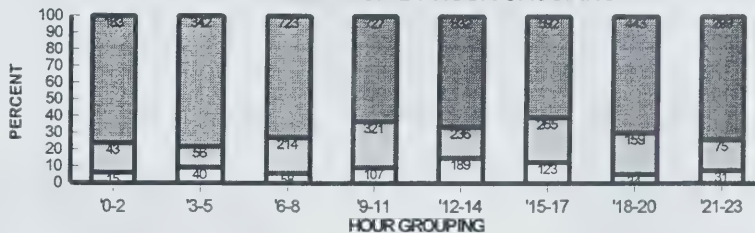


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	144	116	102	100	165	278	381	308	358	419	437	494	504	429	426	382	341	264	259	242	248	173	152	150	6872
ALL VEHICLES	947	591	348	257	282	493	1166	2451	3262	2952	2651	2621	2395	2408	2474	2547	2611	2414	2685	2455	2238	1765	1357	1220	44590
% COMMERCIAL	15.2	19.5	29.3	38.9	58.5	56.4	32.7	12.6	11.0	14.2	16.5	18.8	21.0	17.8	17.2	15.0	13.1	10.9	9.6	9.9	11.1	9.8	11.2	12.3	15.4

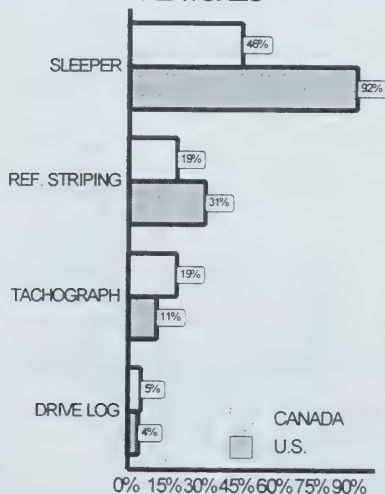
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Jun 13-16	88	814	32.1%
Jun 17-20	74	634	61.3%
Aug 8-9	15	97	57.4%
Aug 23-25	23	119	35.1%
TOTALS	200	1664	40.8%

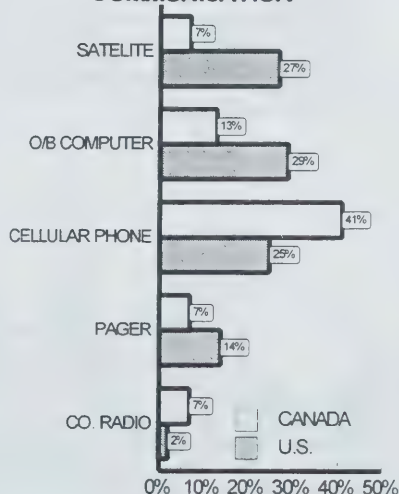
## LEVEL OF UTILIZATION BY HOUR GROUPING



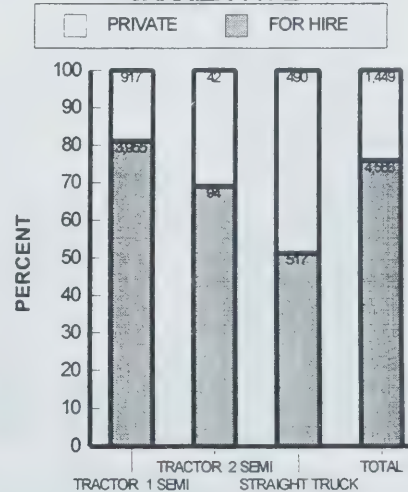
## FEATURES



## COMMUNICATION



## CARRIER TYPE

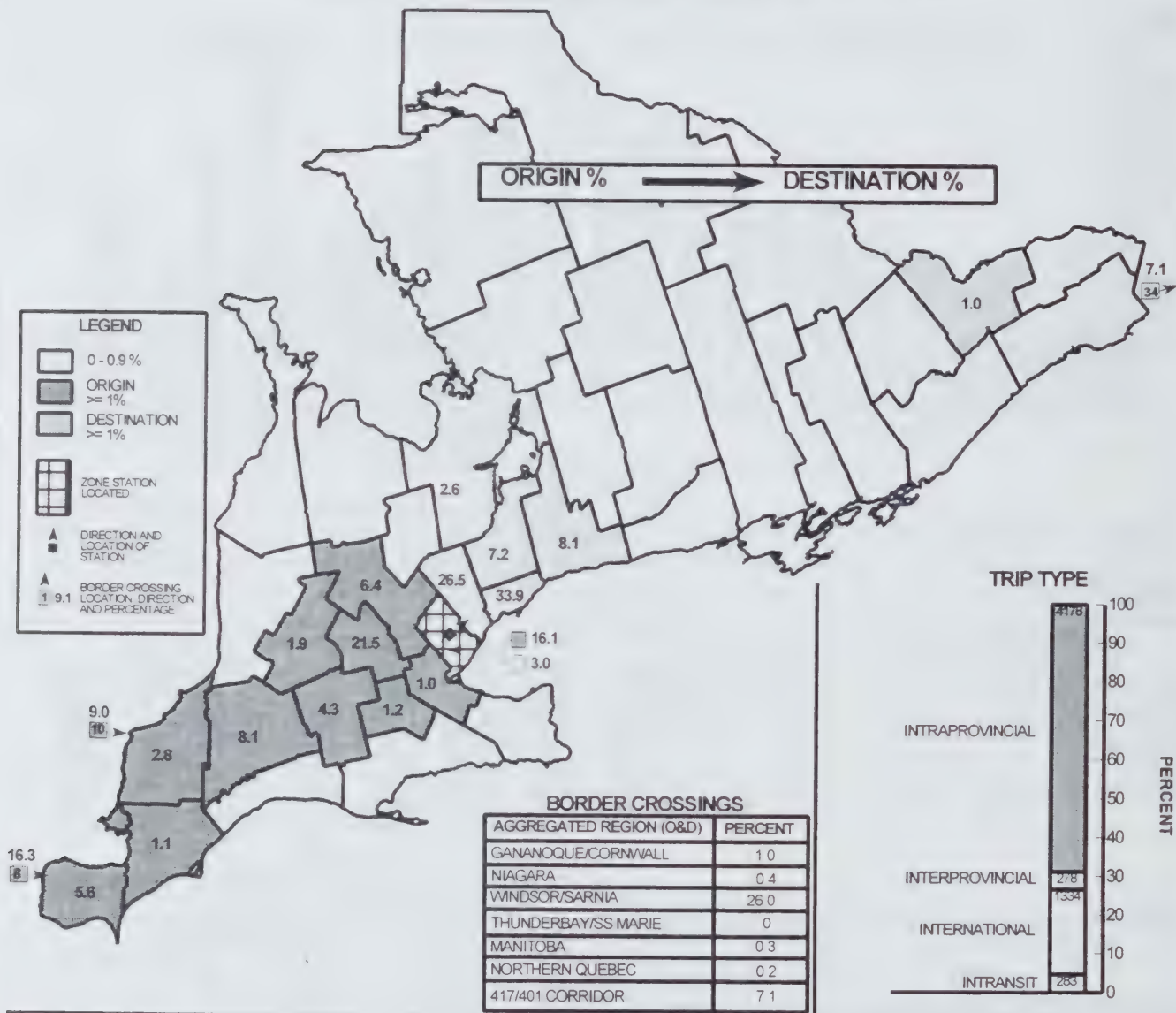


Values represent frequency or mean, unless identified as percent

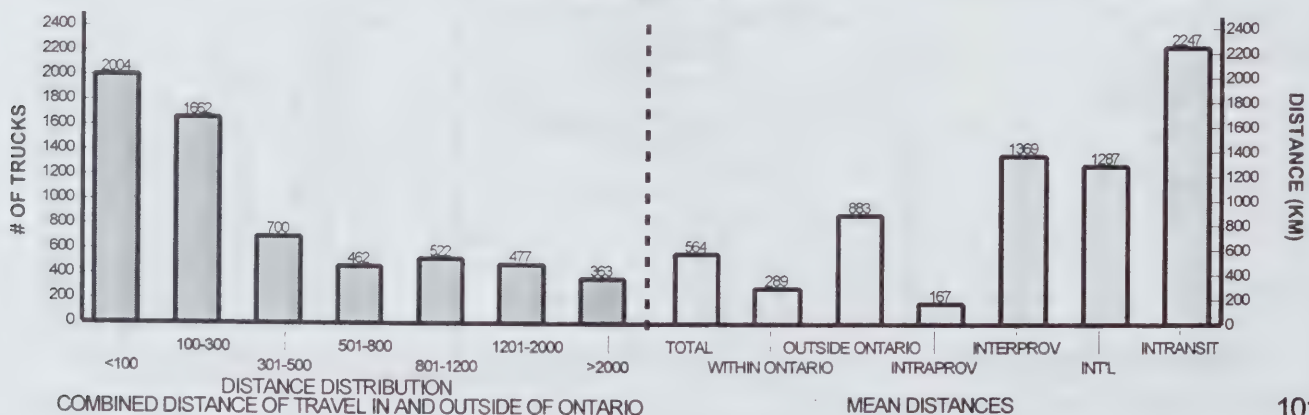
# TRAFALGAR 221

HWY. 401, STATION #: 131  
DIRECTION: EAST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES





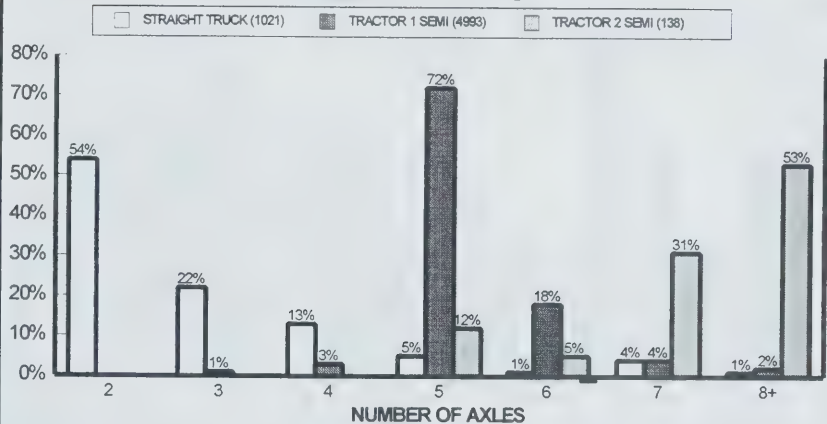
# TRAFALGAR 221

HWY. 401, STATION #: 131  
DIRECTION: EAST BOUND

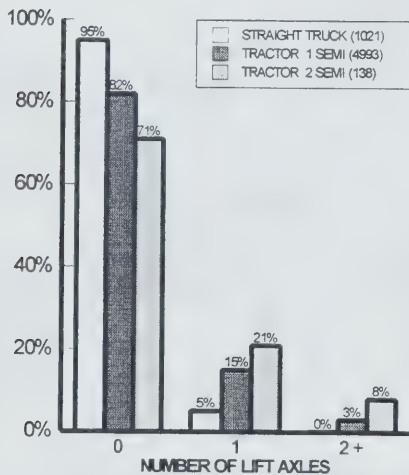
## MANUAL SLACK ADJUSTERS



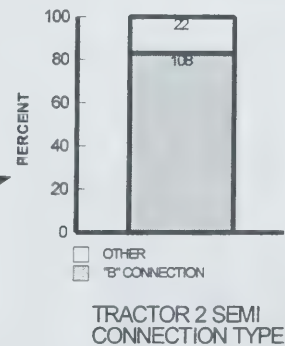
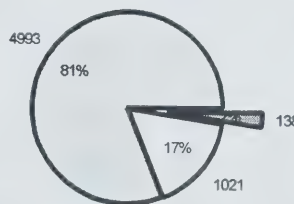
## NUMBER OF AXLES



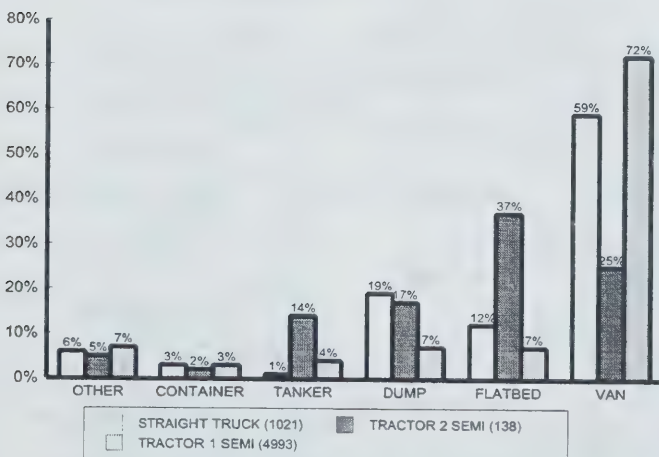
## LIFT AXLES



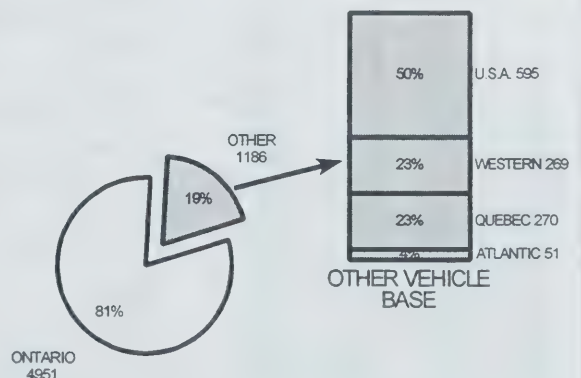
## VEHICLE CONFIGURATION



## BODY STYLE



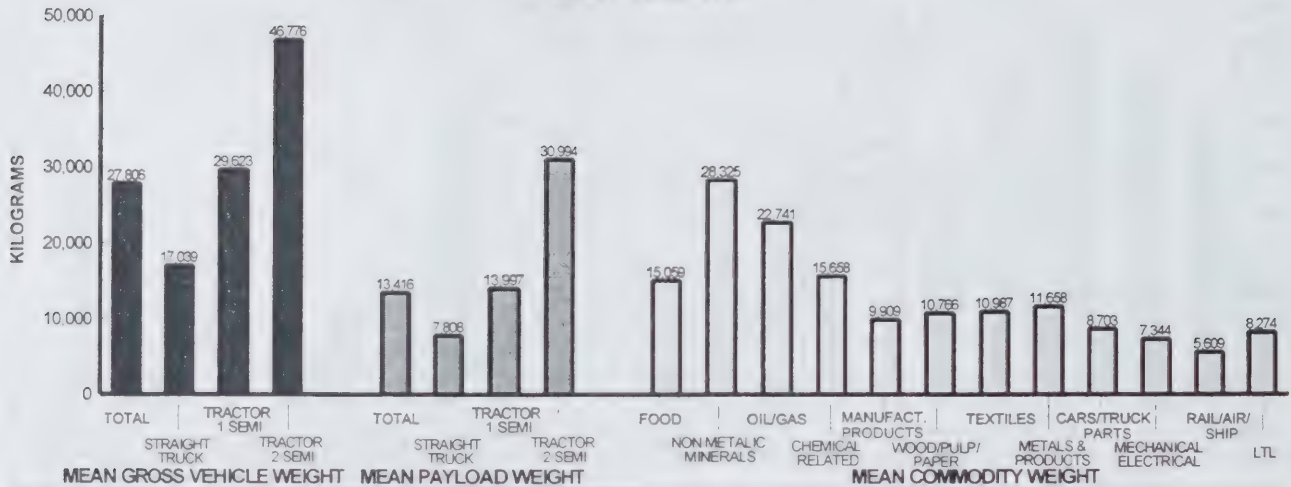
## VEHICLE BASE



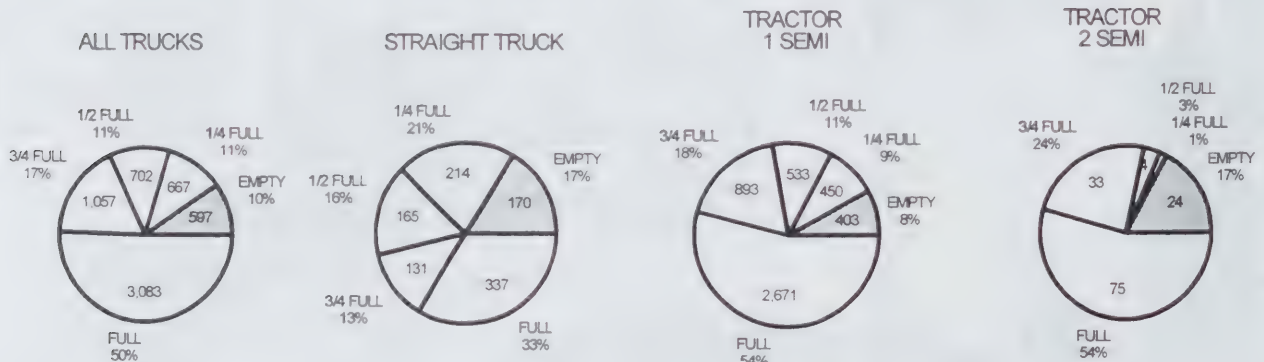
# TRAFALGAR 221

HWY. 401, STATION #: 131  
DIRECTION: EAST BOUND

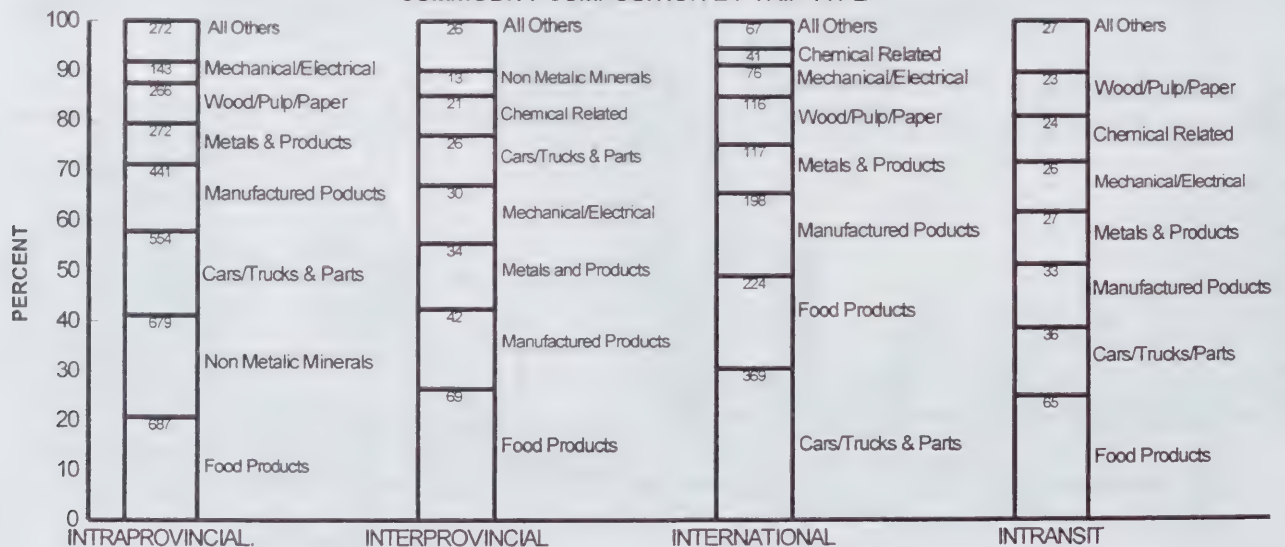
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



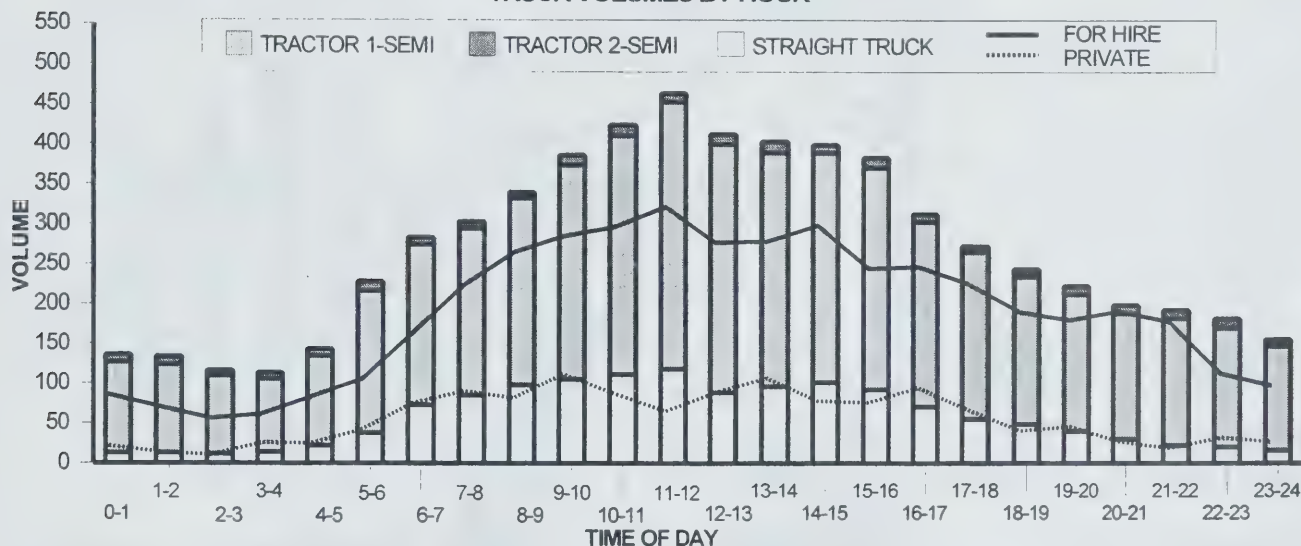
# TRAFALGAR 222

HWY. 401, STATION #: 132

DIRECTION: WEST BOUND

LOCATION: BETWEEN TRAFALGAR RD AND JAMES SNOW PARKWAY

## TRUCK VOLUMES BY HOUR

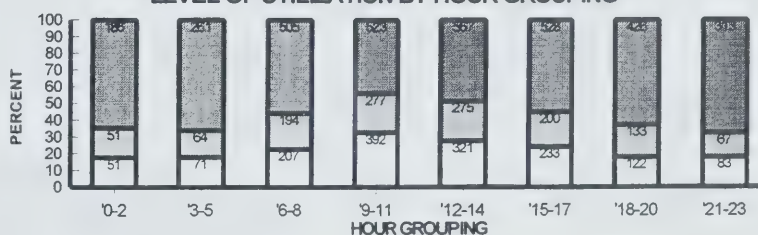


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	136	134	116	113	143	228	283	303	340	386	424	464	412	403	399	383	312	272	243	222	198	192	181	155	6442
ALL VEHICLES	1392	850	518	354	279	362	581	1222	2021	2128	2200	2387	2290	2383	2550	2658	3062	3710	3843	3011	2246	1839	1679	1423	44988
% COMMERCIAL	9.8	15.8	22.4	31.9	51.3	63.0	48.7	24.8	16.8	18.1	19.3	19.4	18.0	16.9	15.6	14.4	10.2	7.3	6.3	7.4	8.8	10.4	10.8	10.9	14.3

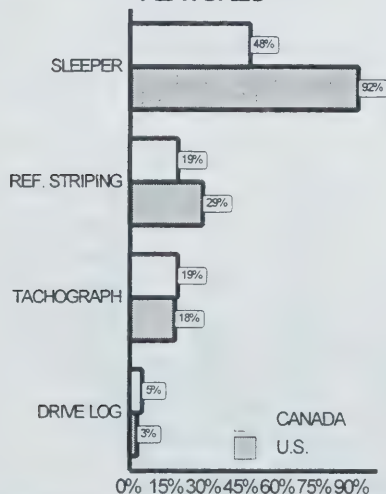
### SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 13-16	77	310	61.8%
May 17-20	73	286	50.3%
Jun 13-16	91	730	36.1%
Jun 17-20	76	571	84.8%
TOTALS	317	1897	50.4%

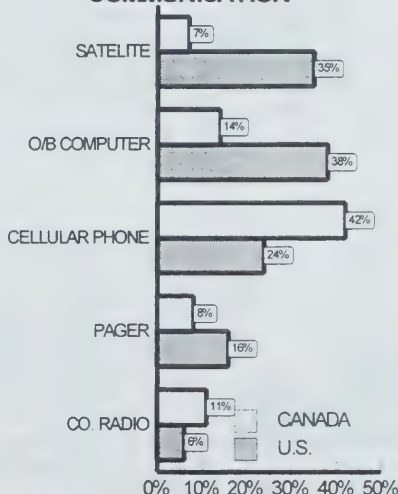
### LEVEL OF UTILIZATION BY HOUR GROUPING



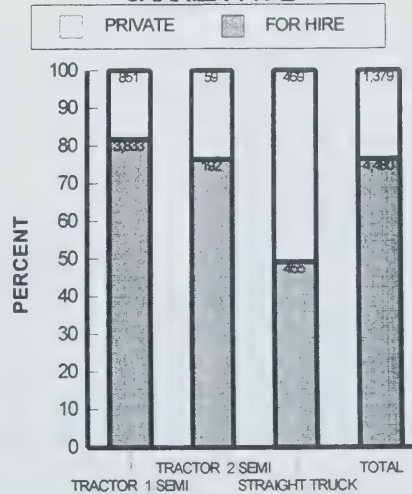
### FEATURES



### COMMUNICATION



### CARRIER TYPE



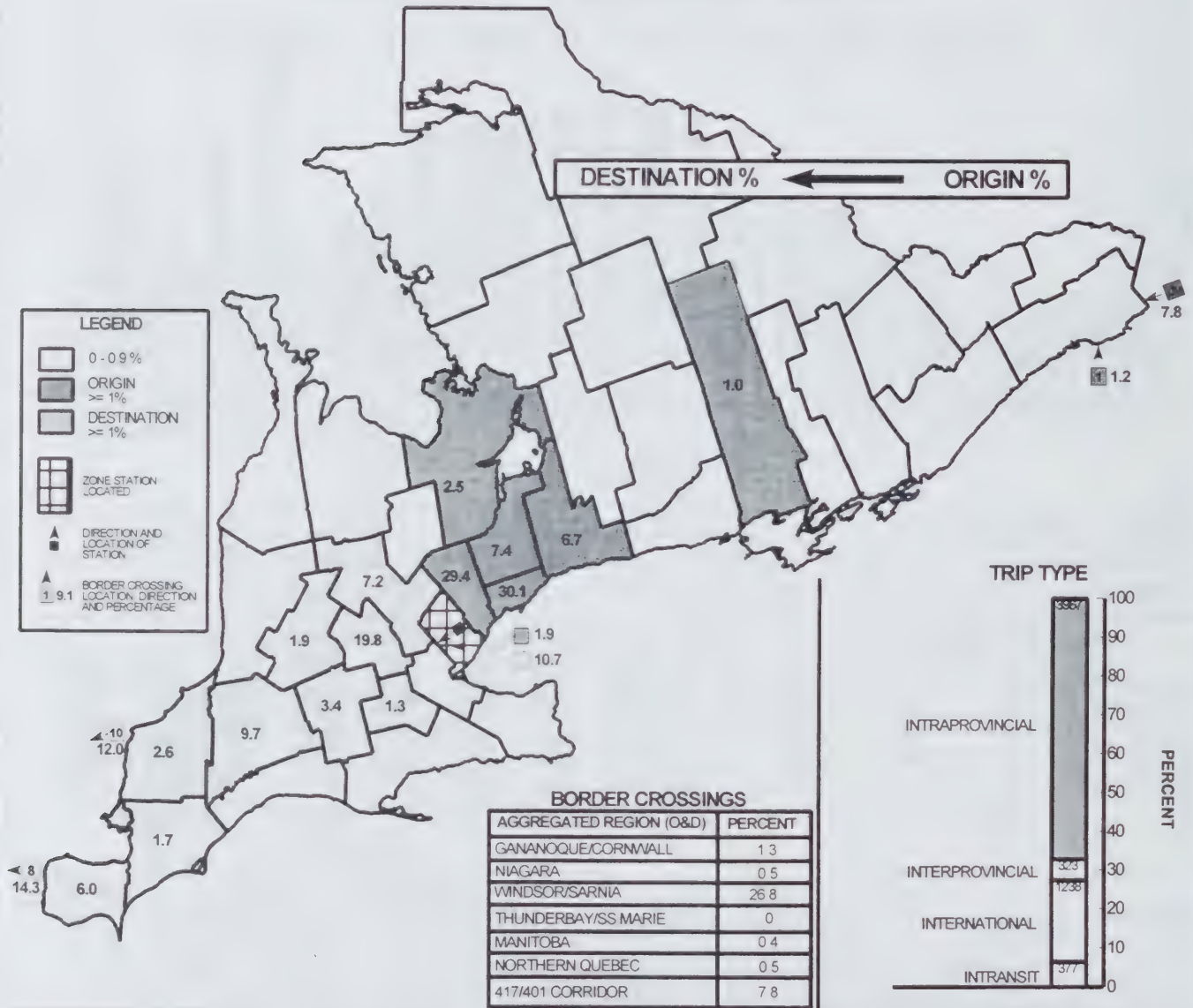
Values represent frequency or mean, unless identified as percent



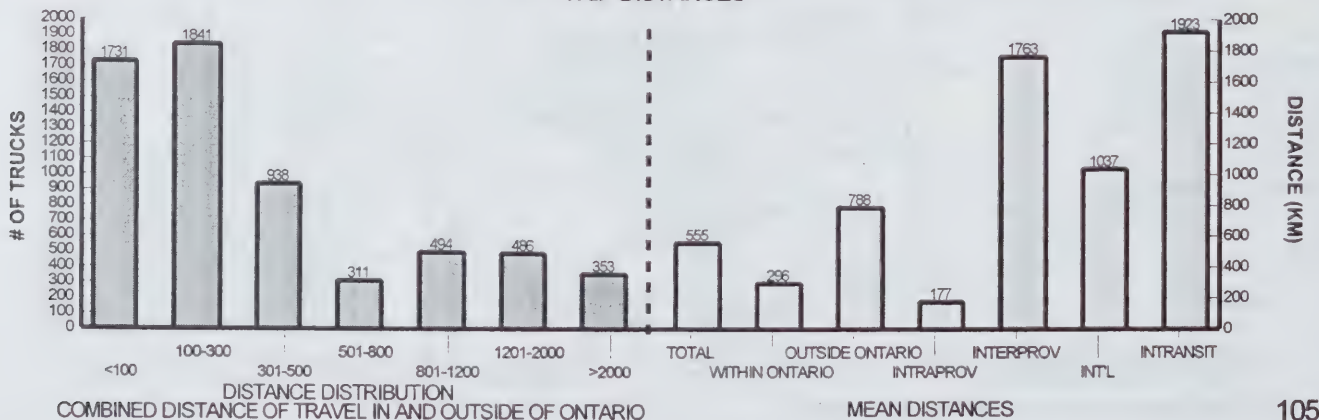
# TRAFALGAR 222

HWY. 401, STATION #: 132  
DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



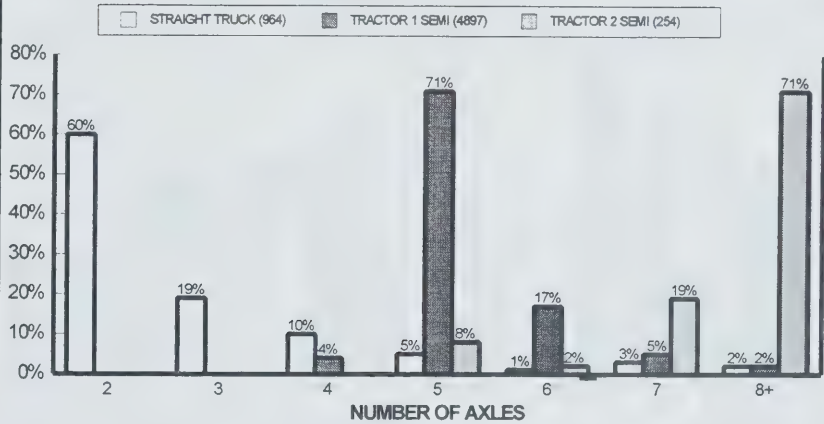
# TRAFALGAR 222

HWY. 401, STATION #: 132  
DIRECTION: WEST BOUND

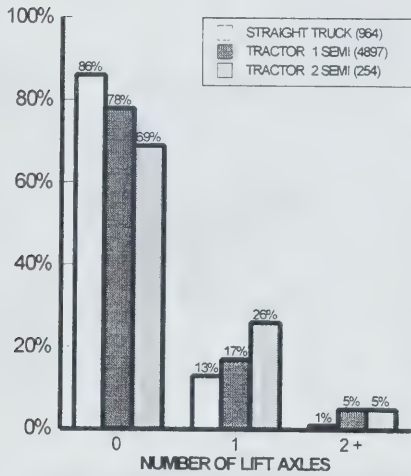
## MANUAL SLACK ADJUSTERS



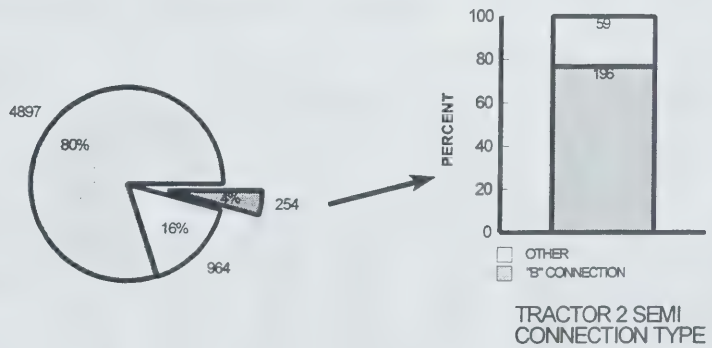
## NUMBER OF AXLES



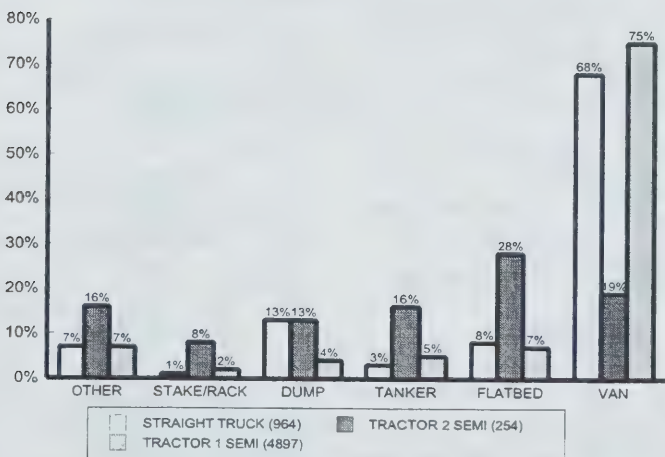
## LIFT AXLES



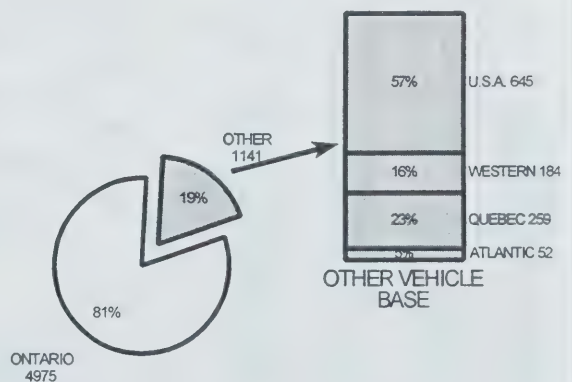
## VEHICLE CONFIGURATION



## BODY STYLE



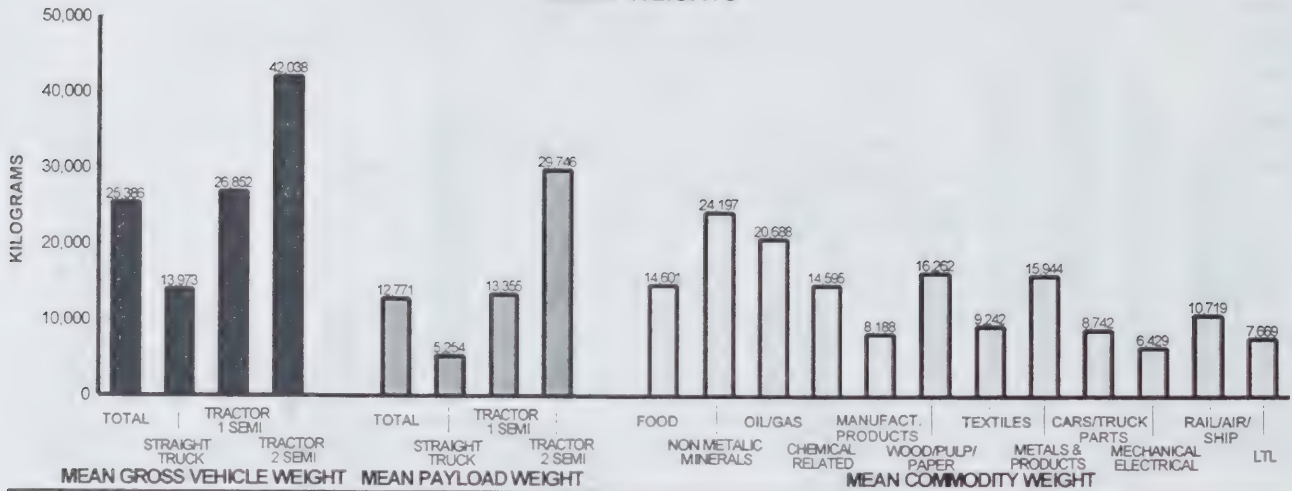
## VEHICLE BASE



# TRAFALGAR 222

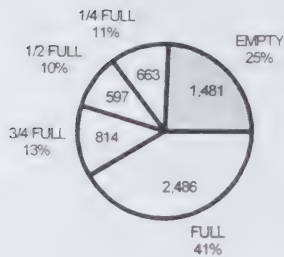
HWY. 401, STATION #: 132  
DIRECTION: WEST BOUND

## MEAN WEIGHTS

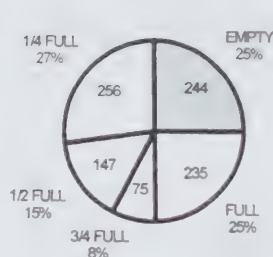


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

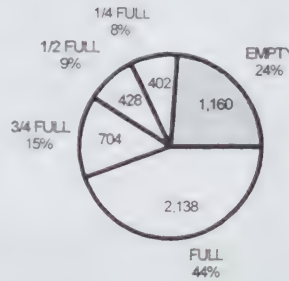
### ALL TRUCKS



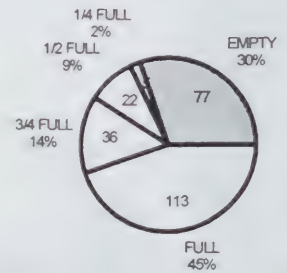
### STRAIGHT TRUCK



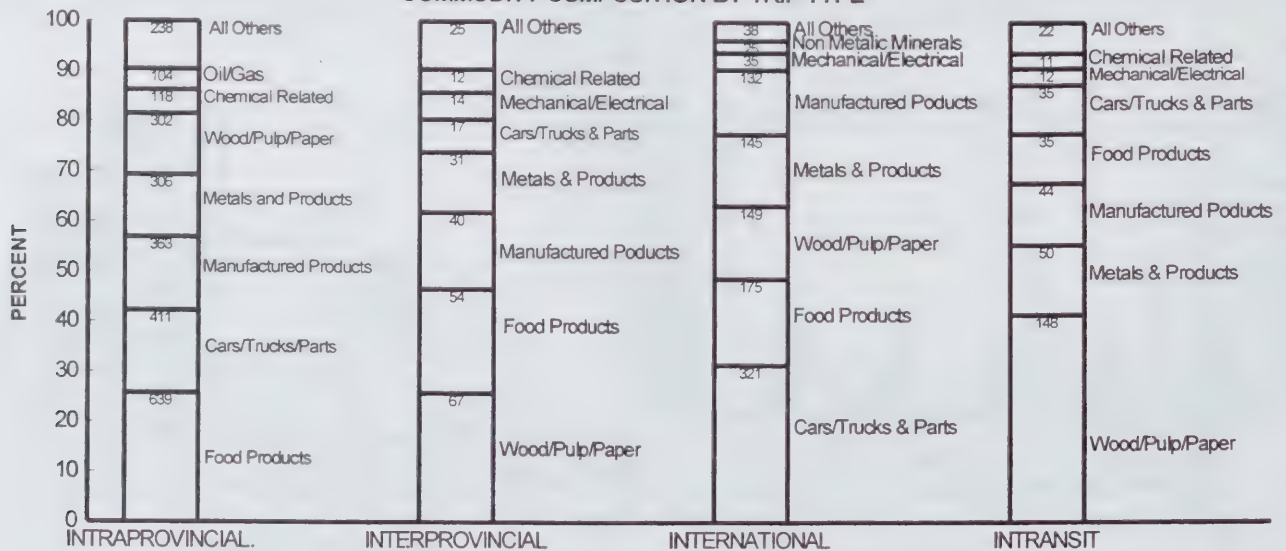
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



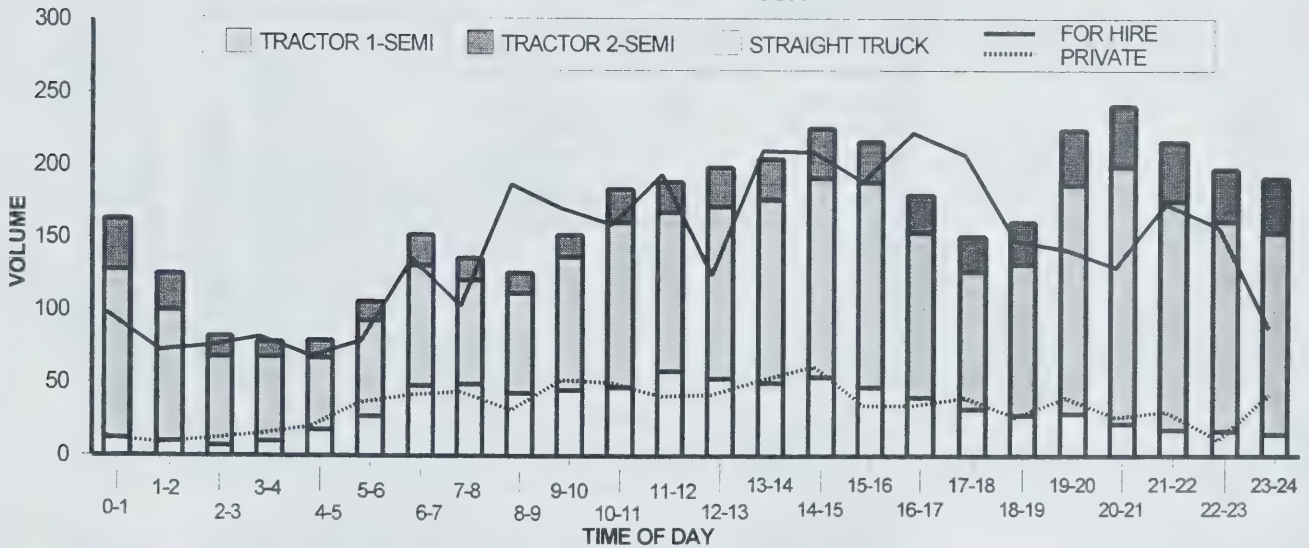
## COMMODITY COMPOSITION BY TRIP TYPE





# WHITBY 241

HWY. 401, STATION #: 162  
DIRECTION: EAST BOUND  
LOCATION: 2.8 KM WEST OF PARK RD.  
TRUCK VOLUMES BY HOUR

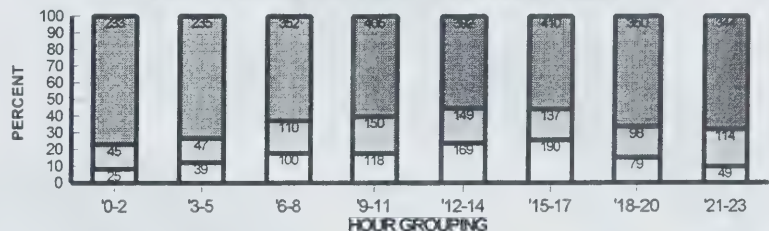


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	163	125	82	78	79	106	152	136	126	152	184	189	199	205	226	217	180	151	161	225	242	217	198	192	3985
ALL VEHICLES	371	247	194	177	170	258	523	817	782	884	1131	1319	1136	1155	1244	1413	1373	1228	1017	1011	893	704	569	507	19123
% COMMERCIAL	43.9	50.6	42.3	44.1	46.5	41.1	29.1	16.6	16.1	17.2	16.3	14.3	17.5	17.7	18.2	15.4	13.1	12.3	15.8	22.3	27.1	30.8	34.8	37.9	20.8

## SURVEYING SUMMARY

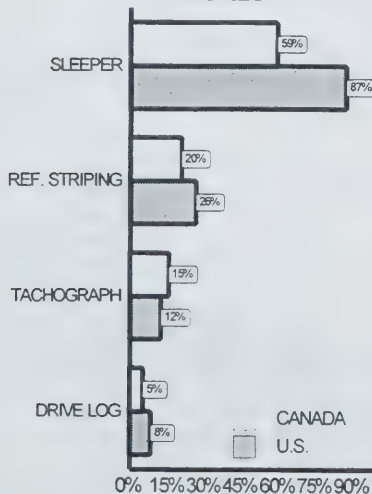
	# HOURS	# SURVEYS	% SAMPLED
Jun 5,6	6	26	29.5%
Aug 8,9	42	278	30.2%
Aug 10	23	131	21.8%
Aug 12,13	41	221	67.6%
TOTALS	112	656	33.9%

## LEVEL OF UTILIZATION BY HOUR GROUPING

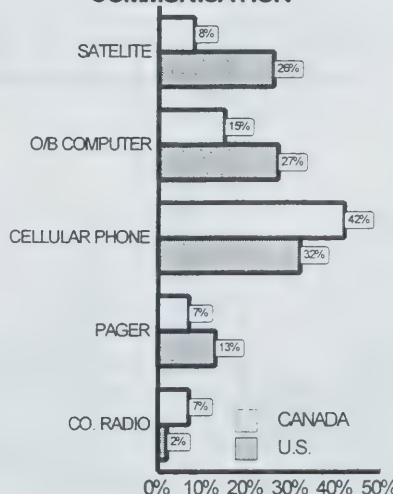


3/4 FULL-FULL 1/4-1/2 FULL EMPTY

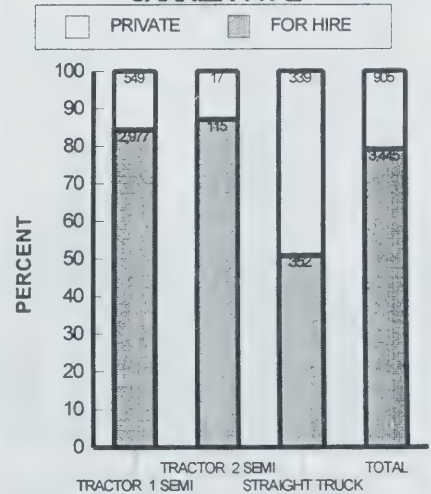
## FEATURES



## COMMUNICATION



## CARRIER TYPE

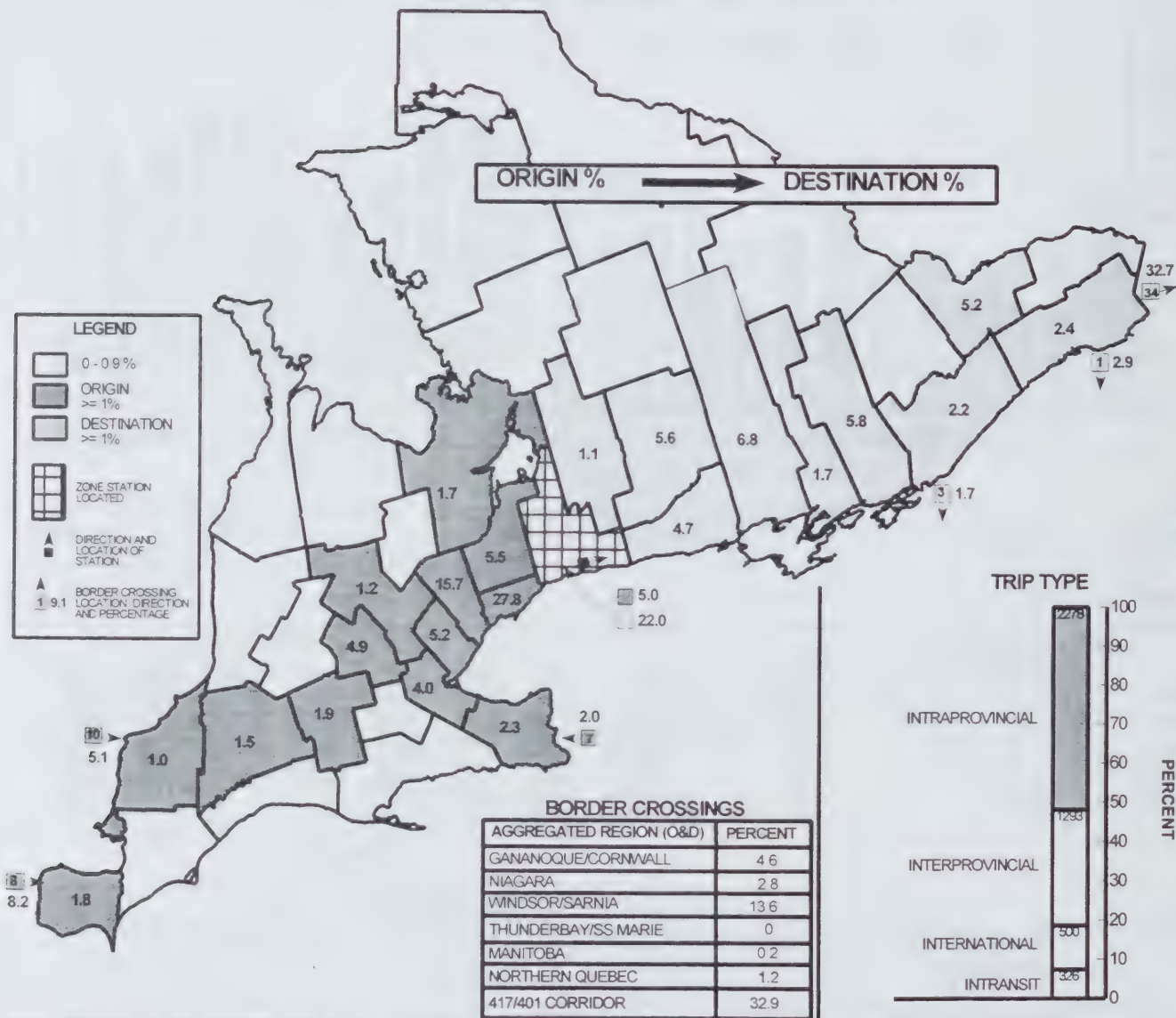


Values represent frequency or mean, unless identified as percent

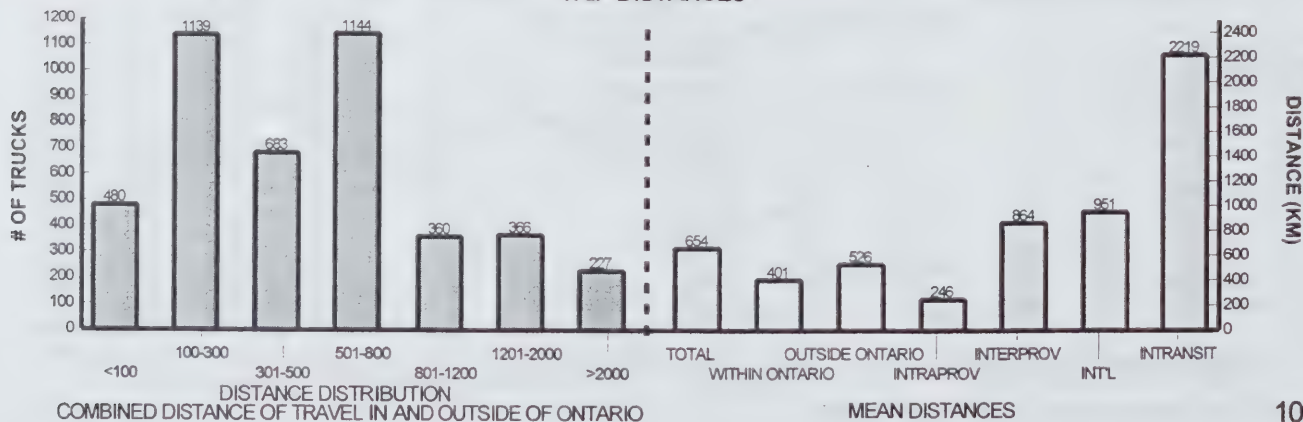
# WHITBY 241

HWY. 401, STATION #: 162  
DIRECTION: EAST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



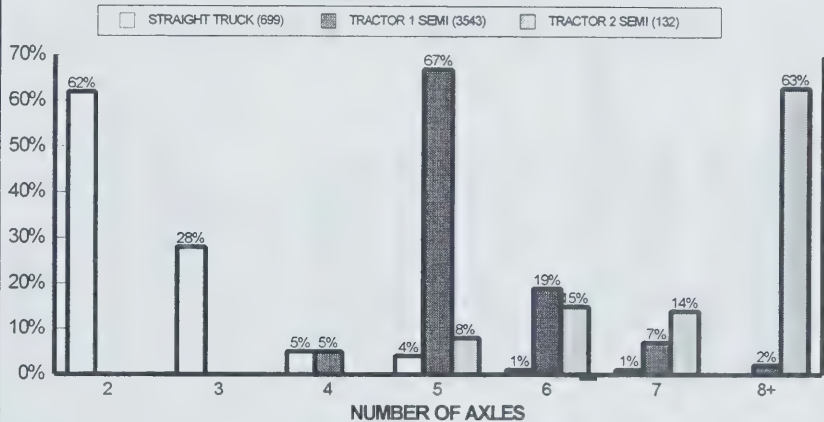
# WHITBY 241

HWY. 401, STATION #: 162  
DIRECTION: EAST BOUND

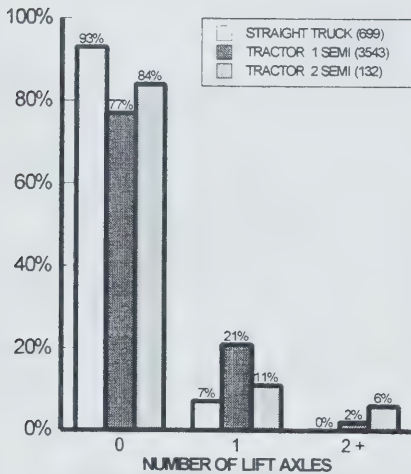
## MANUAL SLACK ADJUSTERS



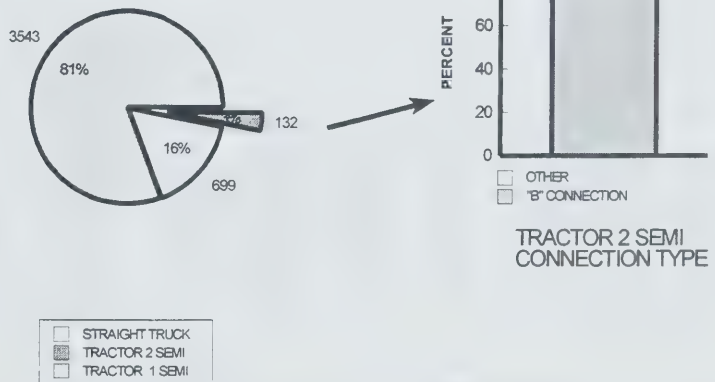
## NUMBER OF AXLES



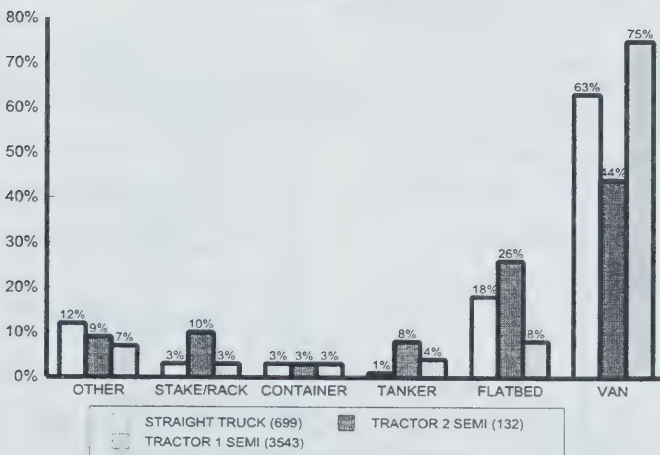
## LIFT AXLES



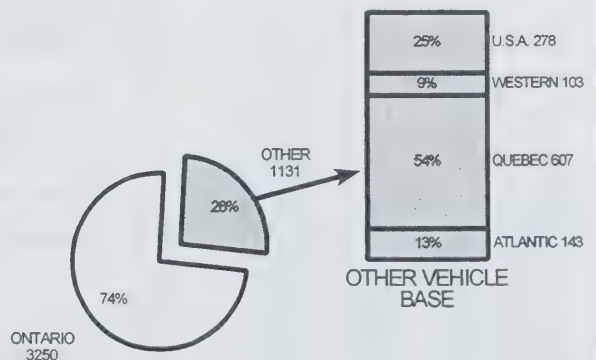
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

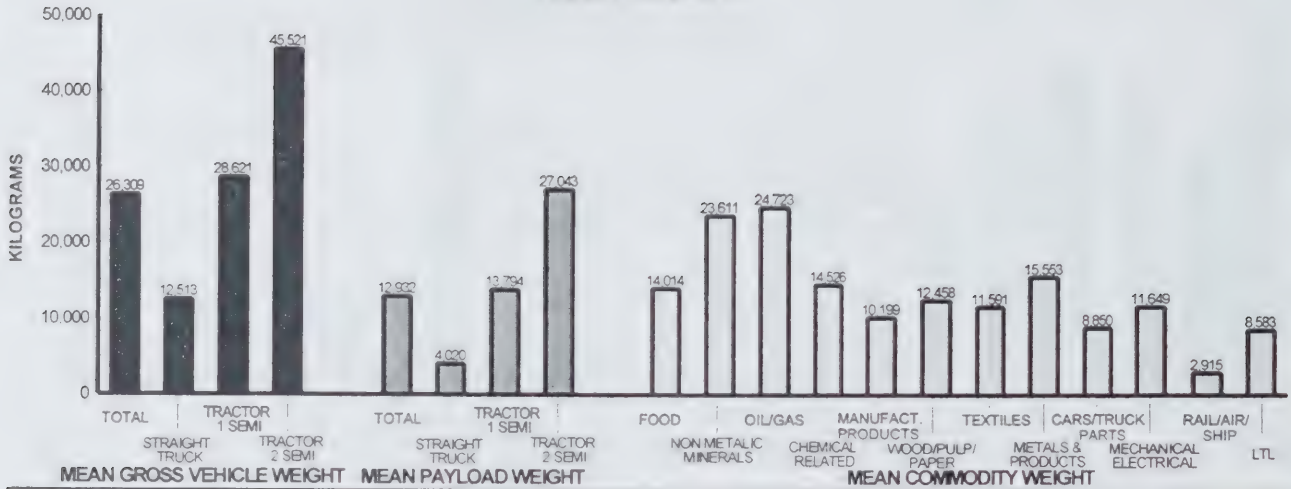




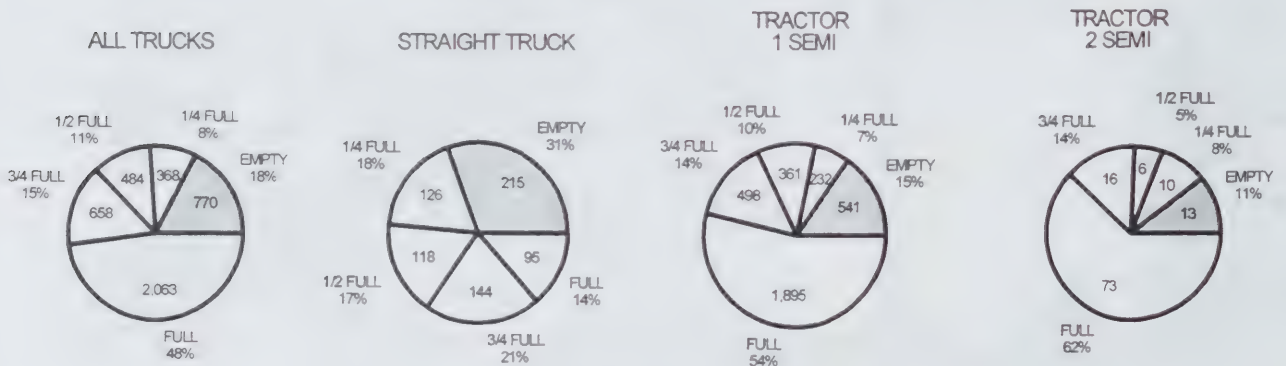
# WHITBY 241

HWY. 401, STATION #: 162  
DIRECTION: EAST BOUND

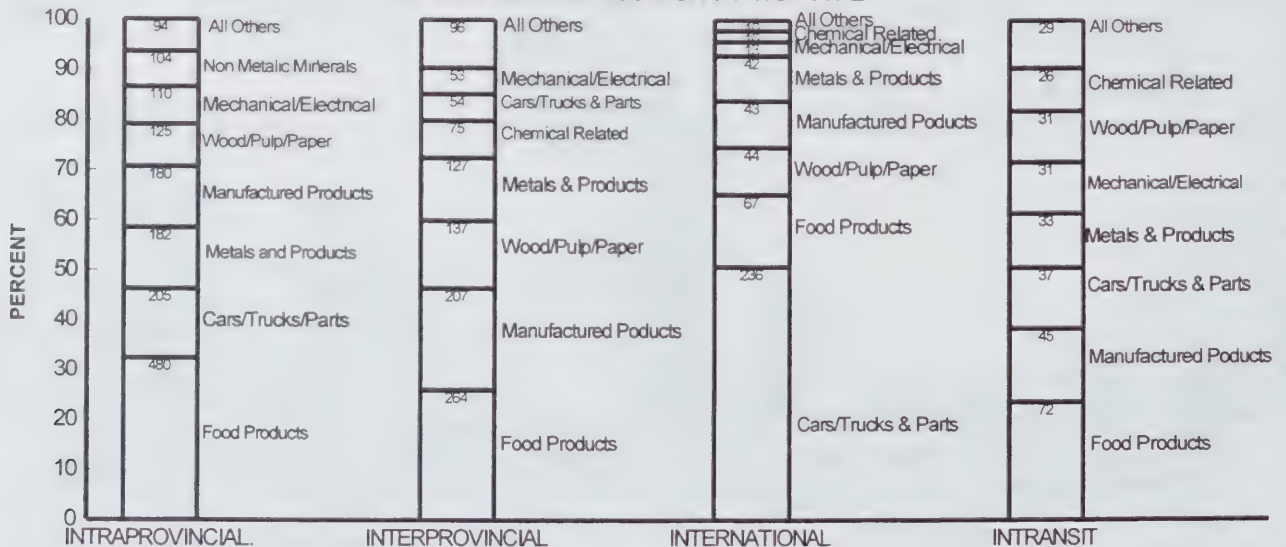
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

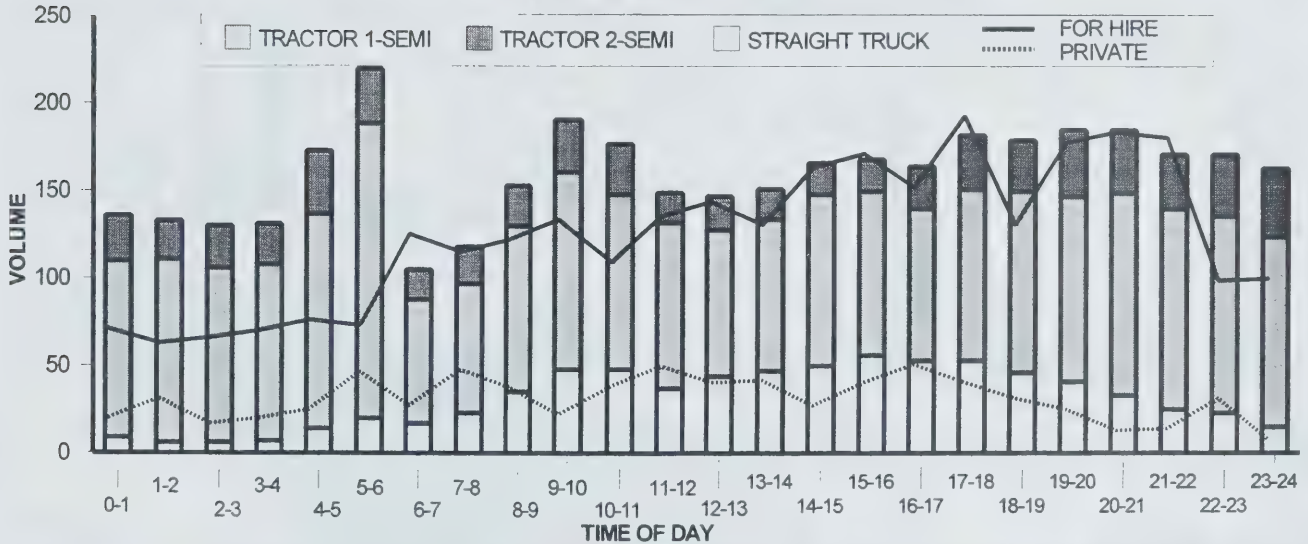


## COMMODITY COMPOSITION BY TRIP TYPE



# BOWMANVILLE 242

HWY. 401, STATION #: 101  
DIRECTION: WEST BOUND  
LOCATION: 1 KM EAST OF BOWMANVILLE  
TRUCK VOLUMES BY HOUR

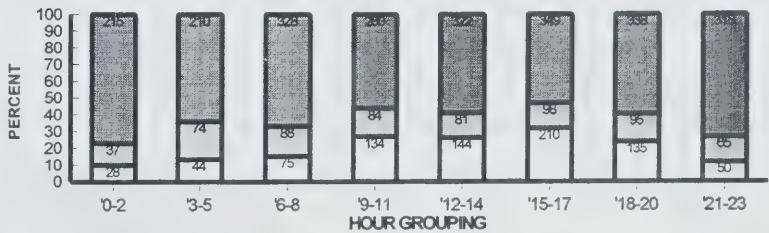


Hour	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	136	133	130	131	173	220	105	118	153	191	177	149	147	151	166	168	164	182	179	185	185	171	171	163	3848
ALL VEHICLES	303	240	194	188	264	641	930	957	912	902	936	1003	1031	1057	1214	1255	1303	1318	1259	1118	1040	920	745	498	20299
% COMMERCIAL	44.9	55.4	67.0	69.7	65.5	34.3	11.3	12.3	16.8	21.2	18.9	14.9	14.3	14.3	13.7	13.4	12.6	13.1	14.2	16.5	17.8	18.6	23.0	32.7	19.0

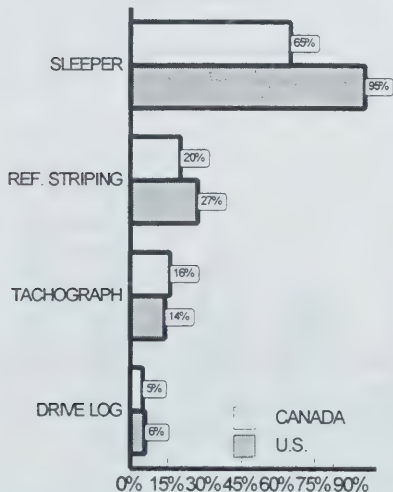
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Jun 3,4	42	236	96.3%
Jun 5,6	36	224	39.0%
Jun 7,8	48	400	50.2%
Jun 9-11	25	180	48.9%
TOTALS	151	1040	52.4%

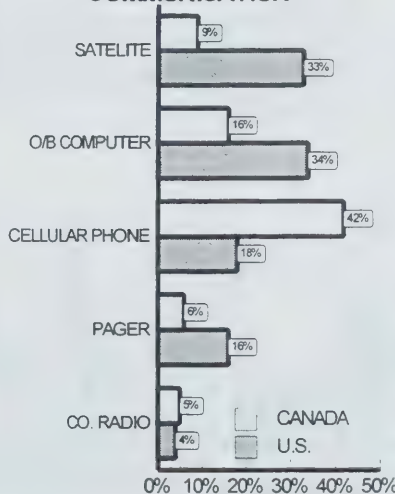
## LEVEL OF UTILIZATION BY HOUR GROUPING



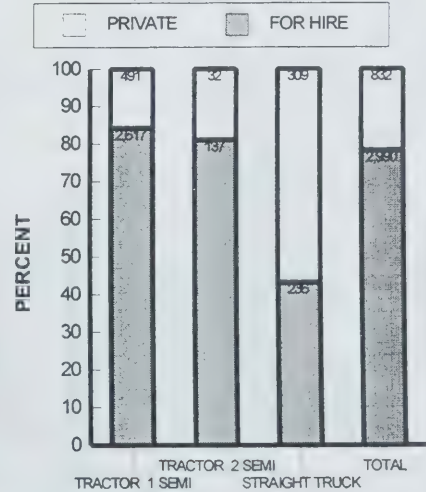
## FEATURES



## COMMUNICATION



## CARRIER TYPE



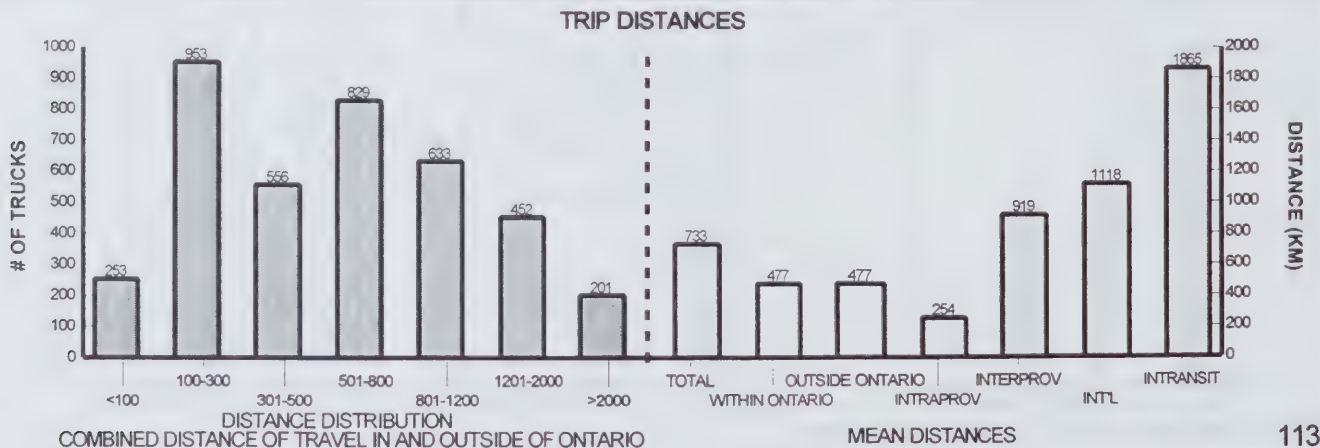
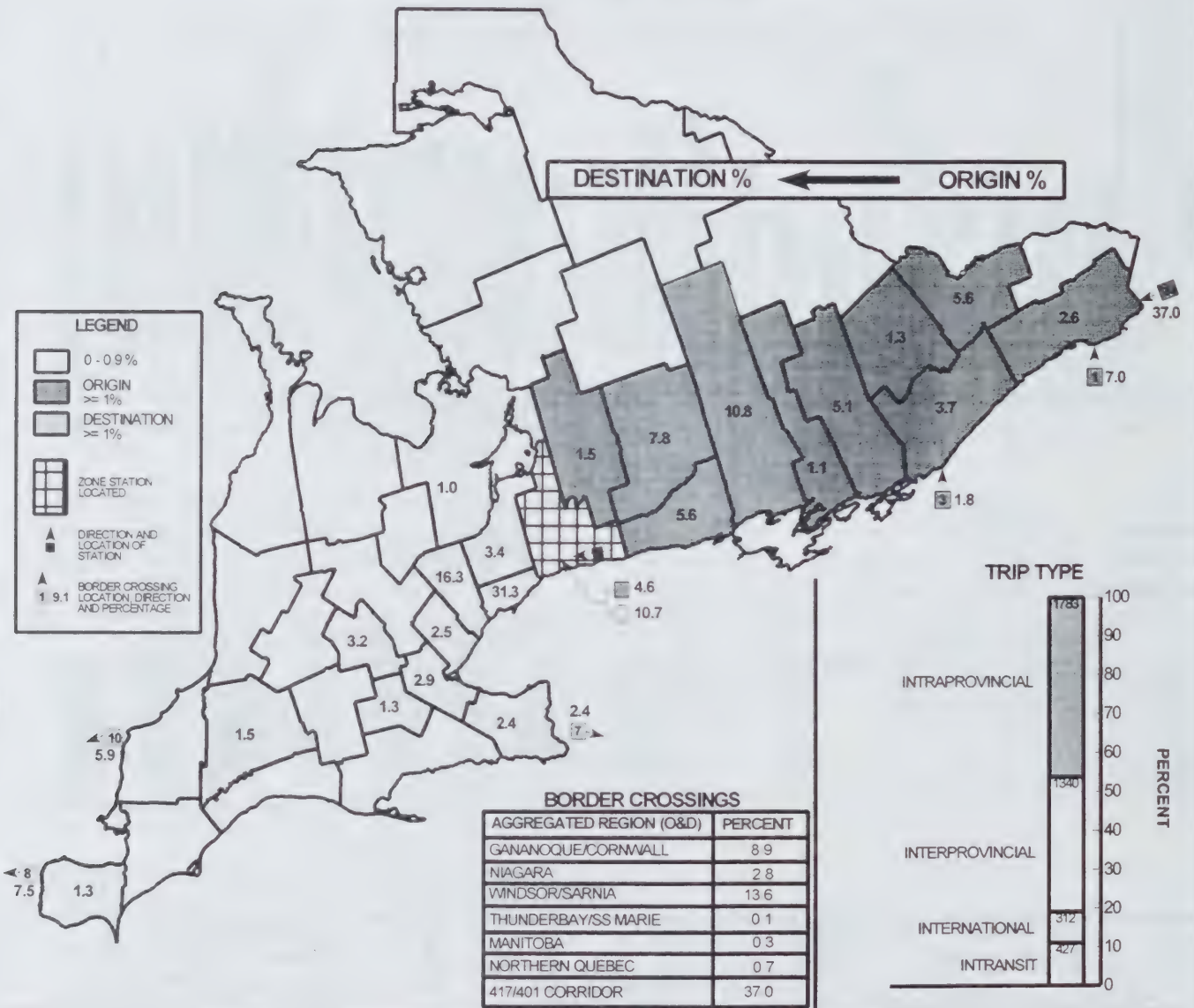
Values represent frequency or mean, unless identified as percent



# BOWMANVILLE 242

HWY. 401, STATION #: 101  
DIRECTION: WEST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)

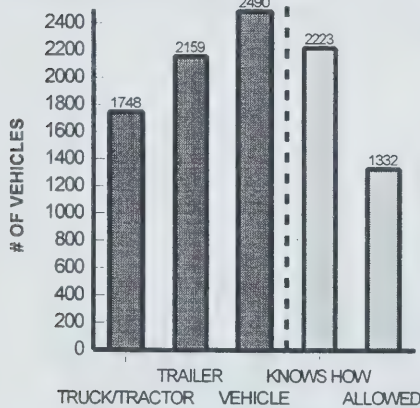




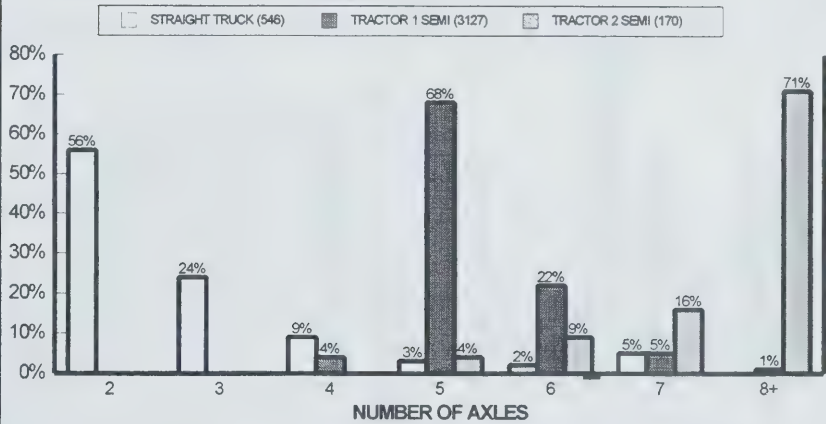
# BOWMANVILLE 242

HWY. 401, STATION #: 101  
DIRECTION: WEST BOUND

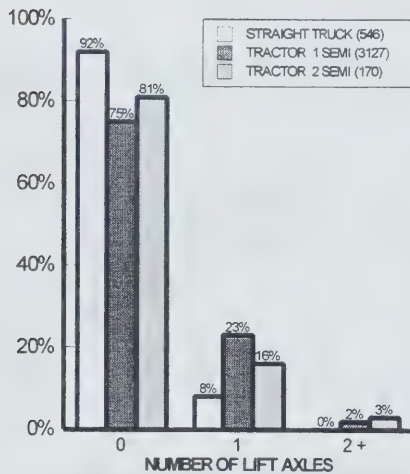
## MANUAL SLACK ADJUSTERS



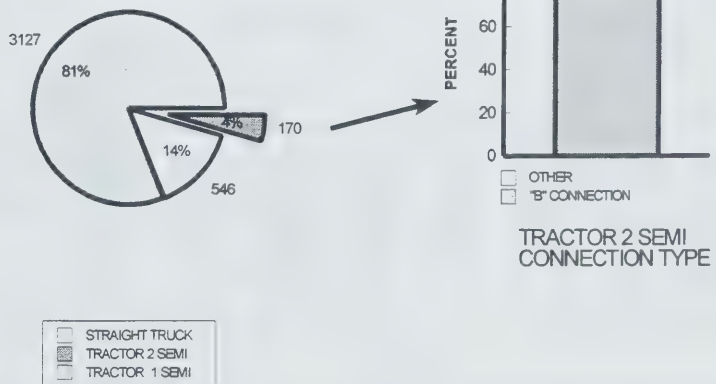
## NUMBER OF AXLES



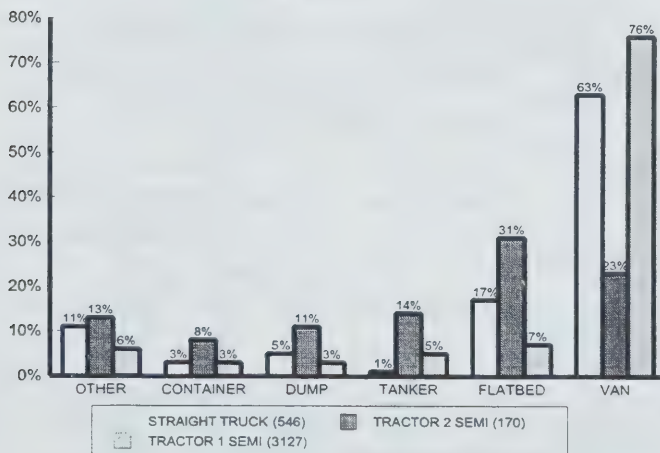
## LIFT AXLES



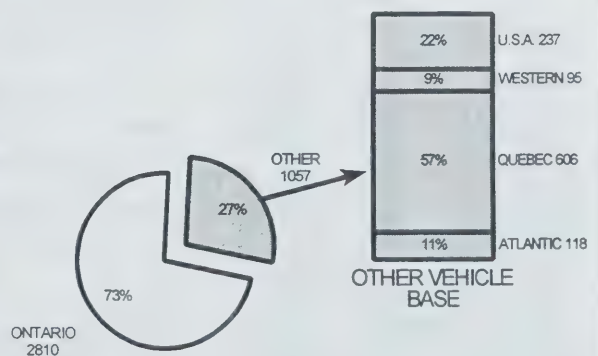
## VEHICLE CONFIGURATION



## BODY STYLE



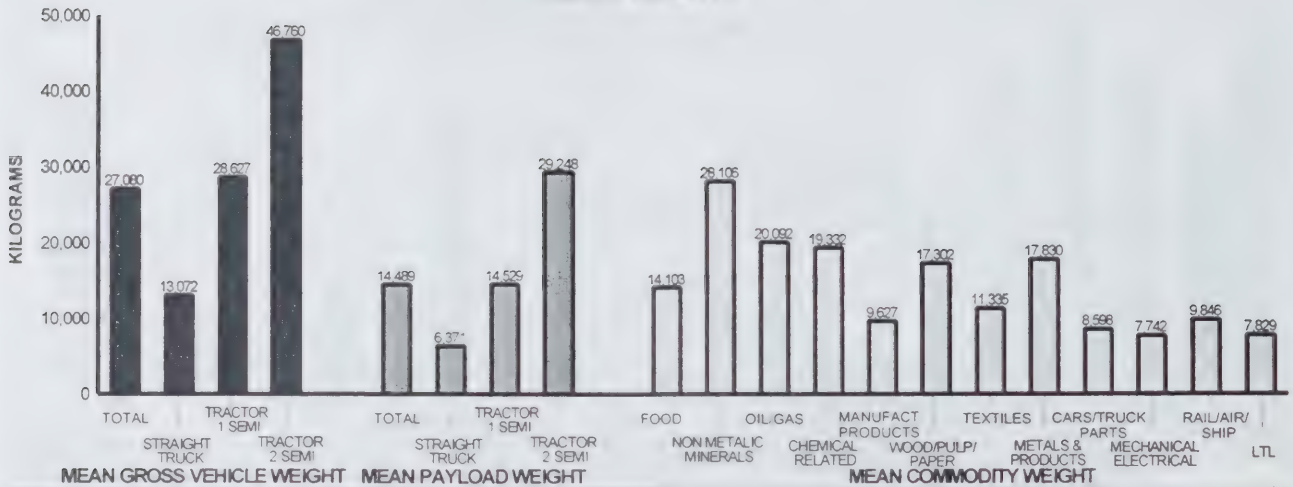
## VEHICLE BASE



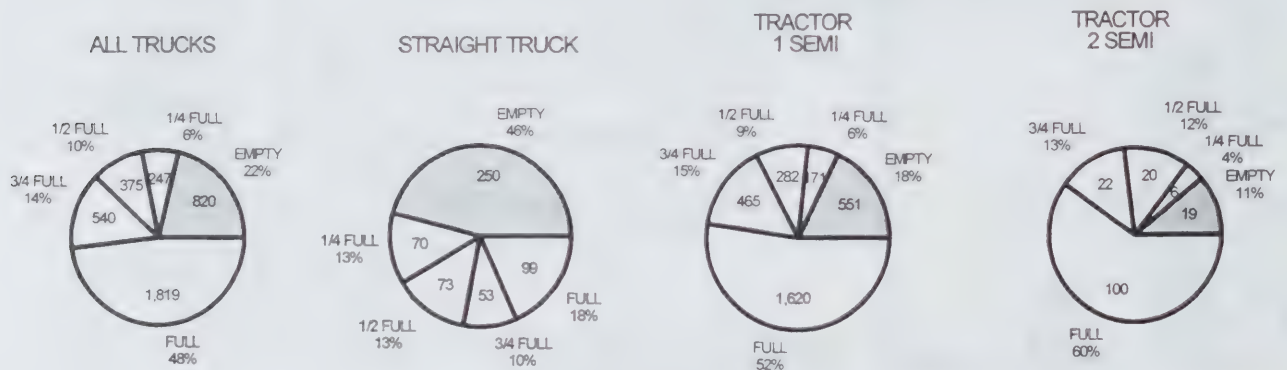
# BOWMANVILLE 242

HWY. 401, STATION #: 101  
DIRECTION: WEST BOUND

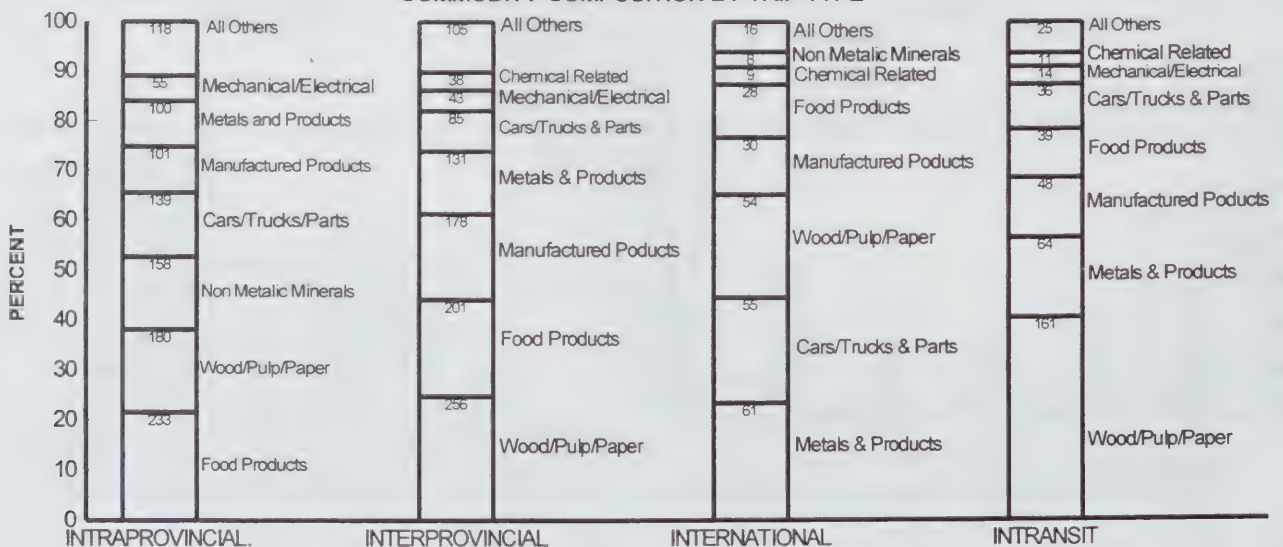
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



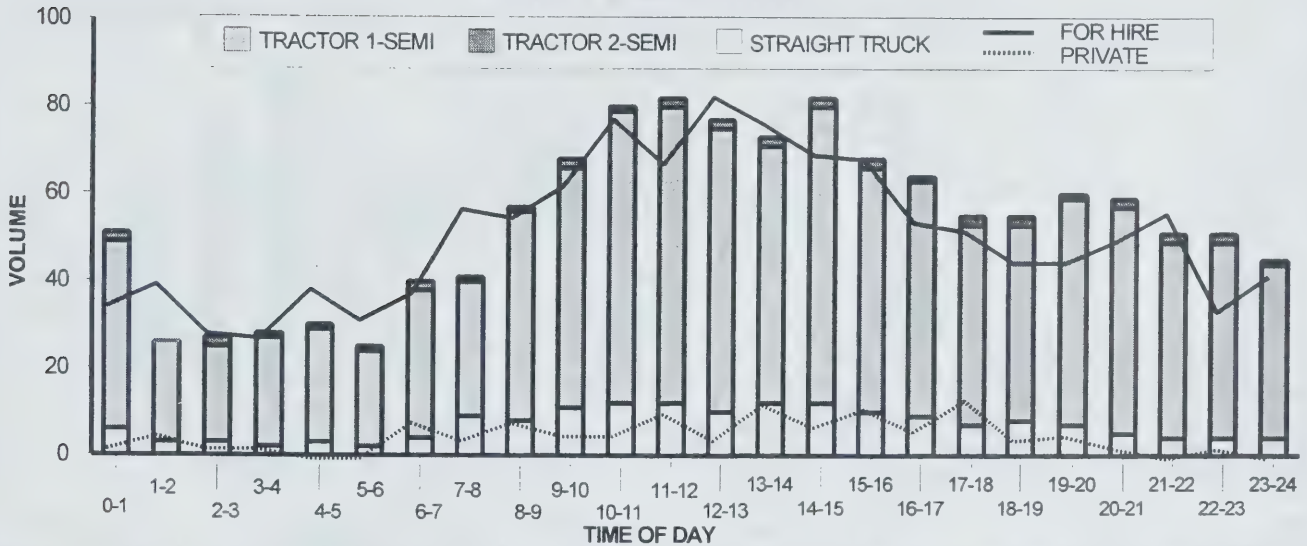
# FORT ERIE 223

HWY. QEW, STATION #: 118

DIRECTION: WEST BOUND

LOCATION: AT CONCESSION STREET

## TRUCK VOLUMES BY HOUR

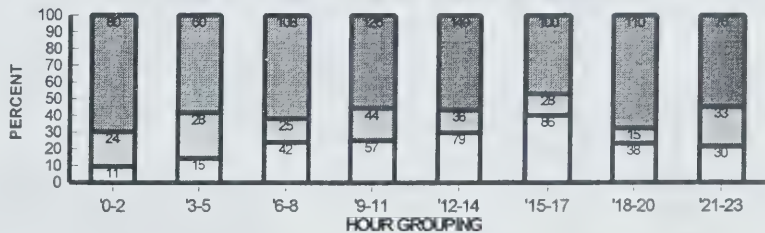


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	51	26	27	28	30	25	40	41	57	68	80	82	77	73	82	68	64	55	55	60	59	51	51	45	1295
ALL VEHICLES	218	129	100	80	60	59	98	163	258	305	310	435	443	496	507	521	578	542	553	453	406	335	324	255	7628
% COMMERCIAL	23.4	20.2	27.0	35.0	50.0	42.4	40.8	25.2	22.1	22.3	25.8	18.9	17.4	14.7	16.2	13.1	11.1	10.1	9.9	13.2	14.5	15.2	15.7	17.6	17.0

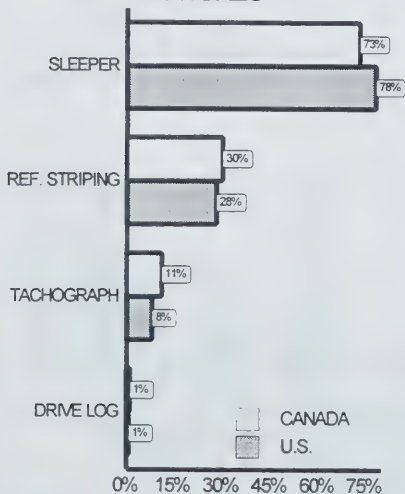
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
June 13,14	48	258	97.7%
June 15,16	48	281	101.8%
June 17,18	47	204	264.9%
June 19	22	115	118.6%
TOTALS	165	858	120.2%

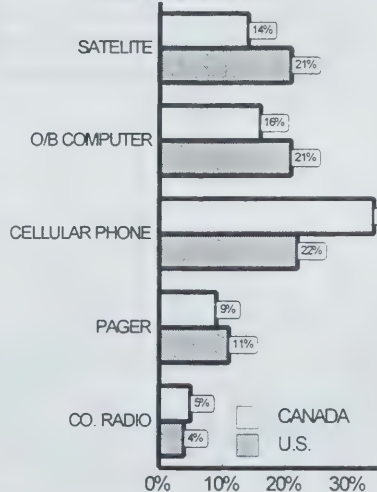
## LEVEL OF UTILIZATION BY HOUR GROUPING



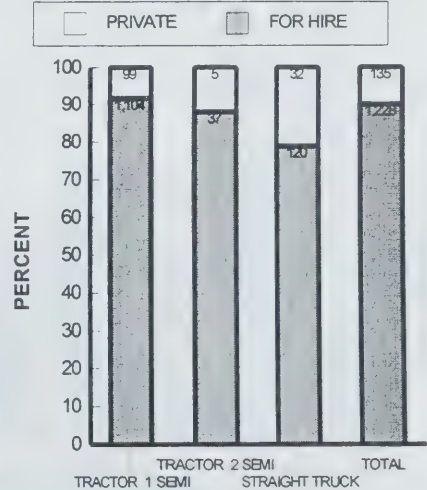
## FEATURES



## COMMUNICATION



## CARRIER TYPE



Values represent frequency or mean, unless identified as percent

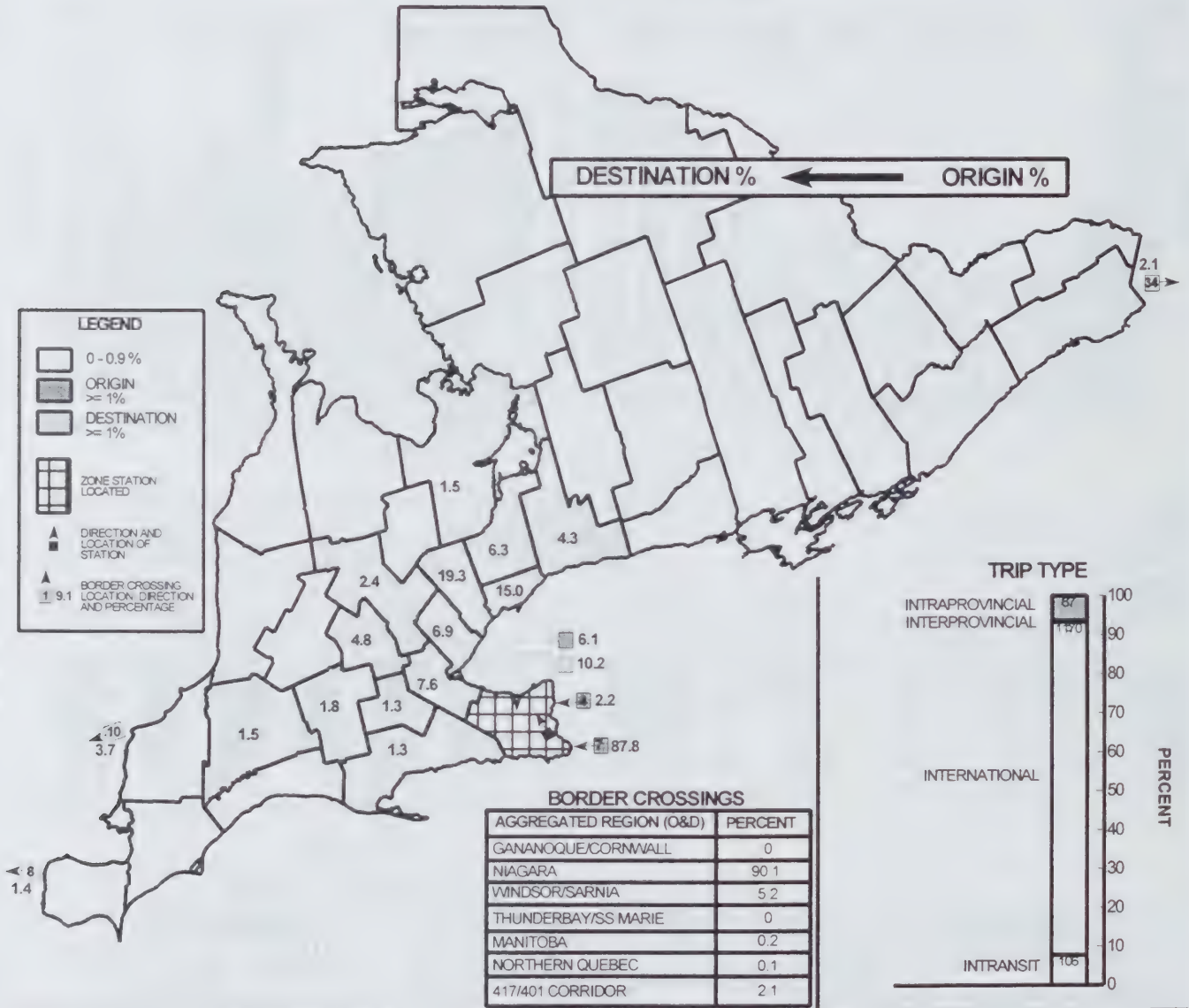


# FORT ERIE 223

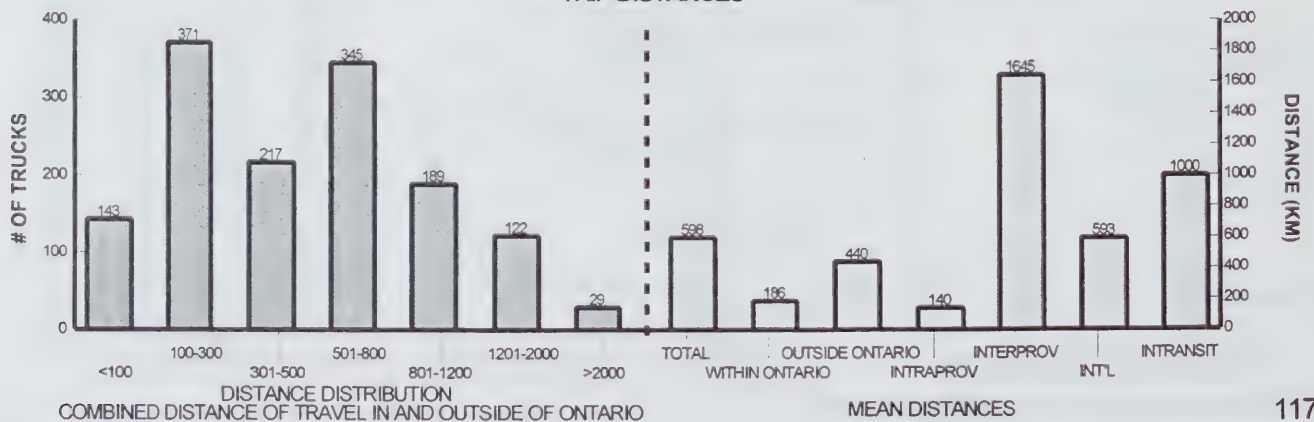
HWY. QEW, STATION #: 118

DIRECTION: WEST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES

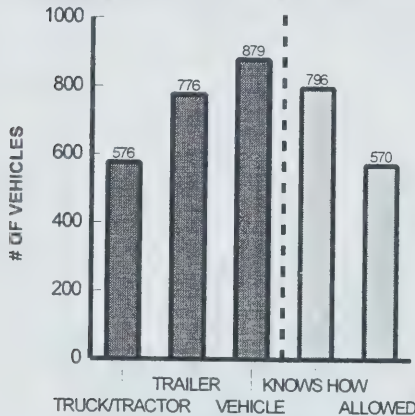


# FORT ERIE 223

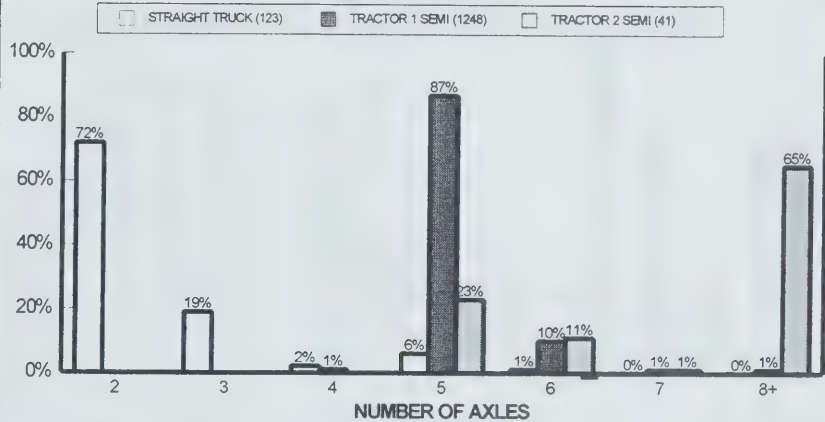
HWY. QEW, STATION #: 118

DIRECTION: WEST BOUND

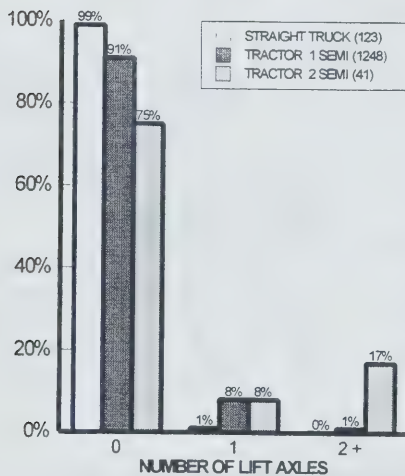
## MANUAL SLACK ADJUSTERS



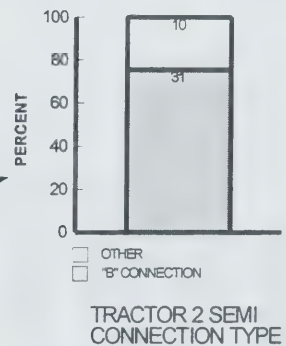
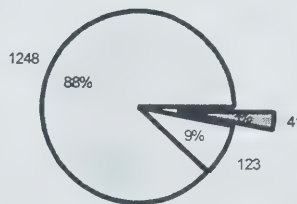
## NUMBER OF AXLES



## LIFT AXLES



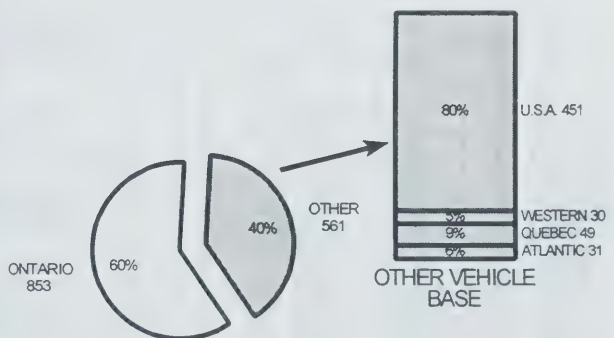
## VEHICLE CONFIGURATION



## BODY STYLE



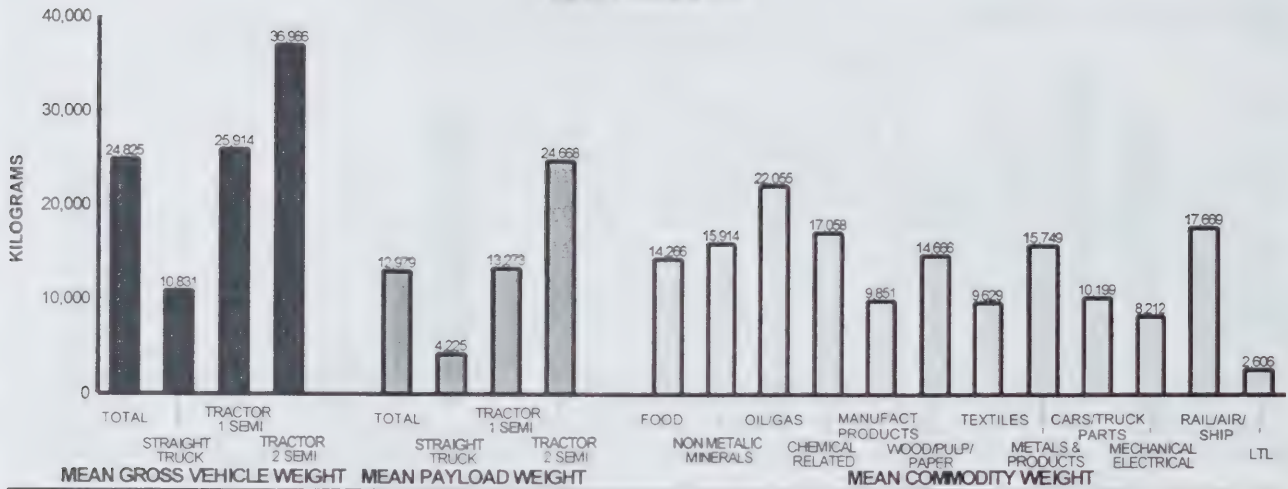
## VEHICLE BASE



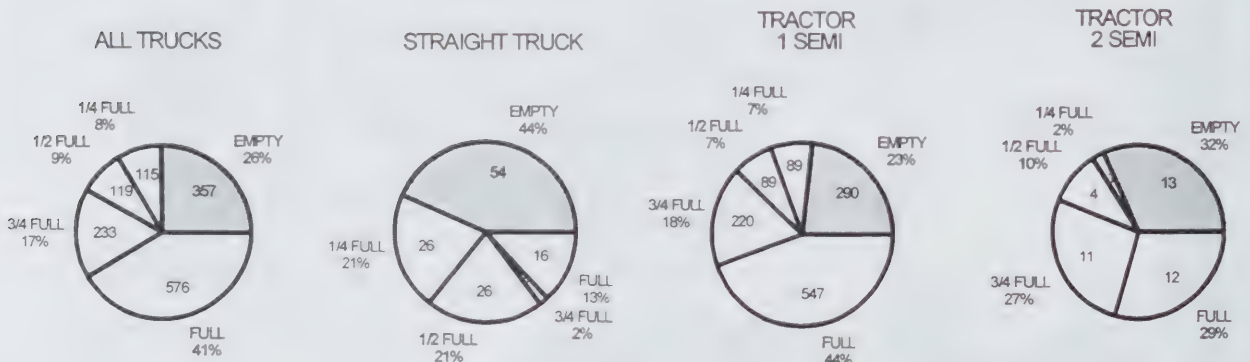
# FORT ERIE 223

HWY. QEW, STATION #: 118  
DIRECTION: WEST BOUND

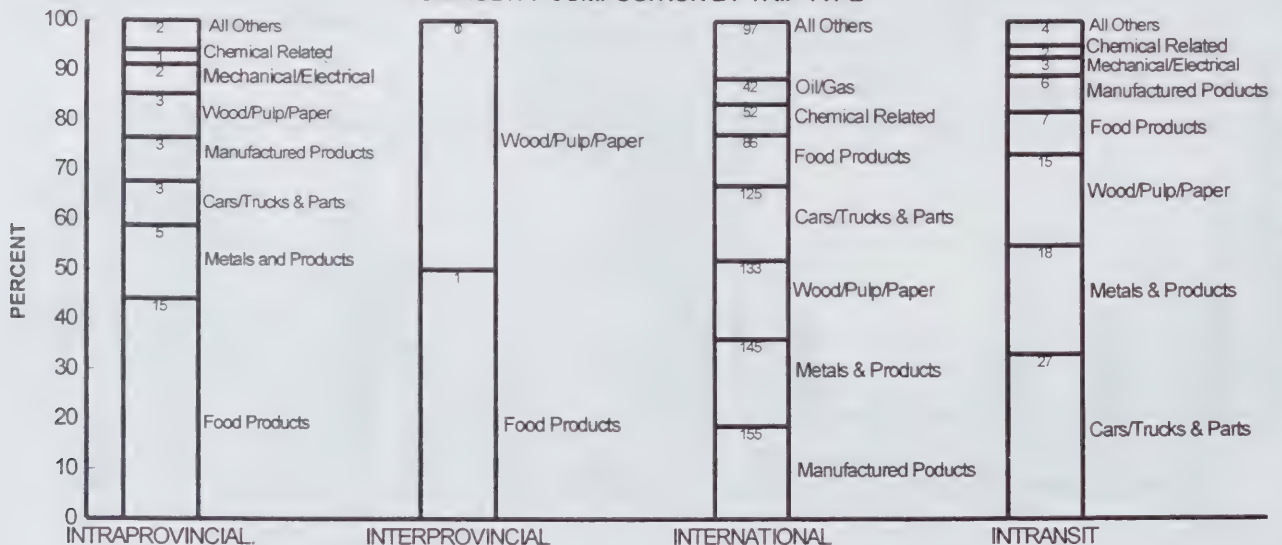
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE





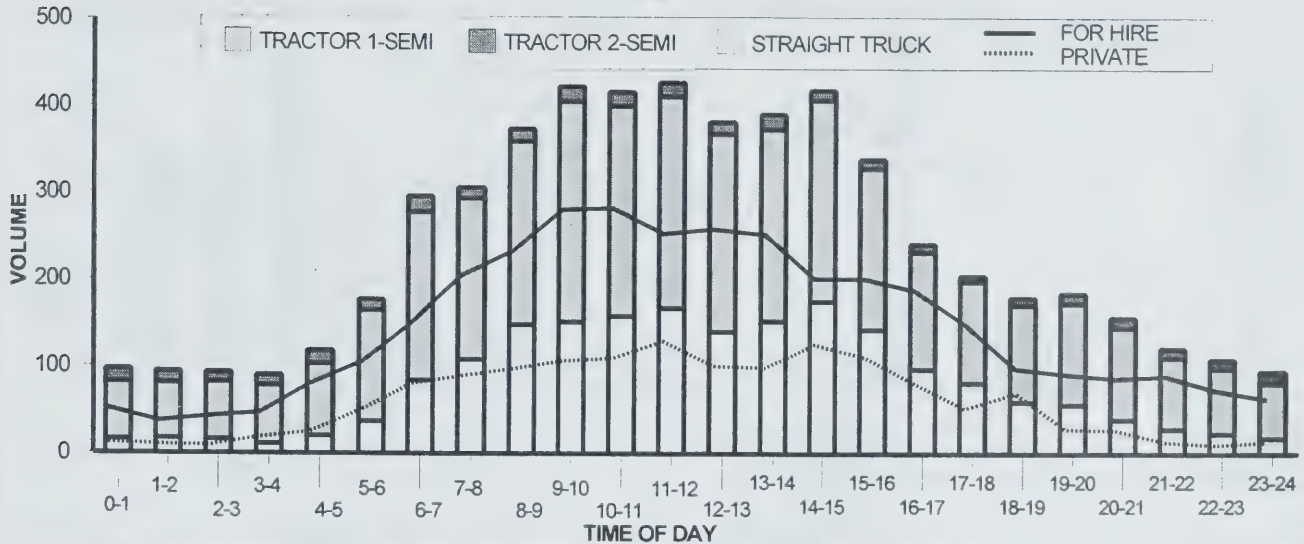
# OAKVILLE 225

HWY. QEW, STATION #: 105

DIRECTION: WEST BOUND

LOCATION: BETWEEN HWY 25 AND DORVAL DR.

## TRUCK VOLUMES BY HOUR

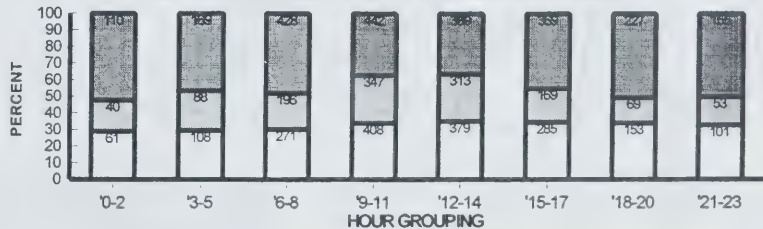


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	97	94	93	90	118	177	296	306	374	423	417	428	382	391	419	339	241	204	179	184	156	121	108	94	5731
ALL VEHICLES	2630	1640	1038	712	403	577	1136	2068	3437	4051	3907	4255	4539	4401	4471	4485	4567	4619	4792	4073	4194	3608	3032	2705	75340
% COMMERCIAL	3.7	5.7	9.0	12.6	29.3	30.7	26.1	14.8	10.9	10.4	10.7	10.1	8.4	8.9	9.4	7.6	5.3	4.4	3.7	4.5	3.7	3.4	3.6	3.5	7.6

## SURVEYING SUMMARY

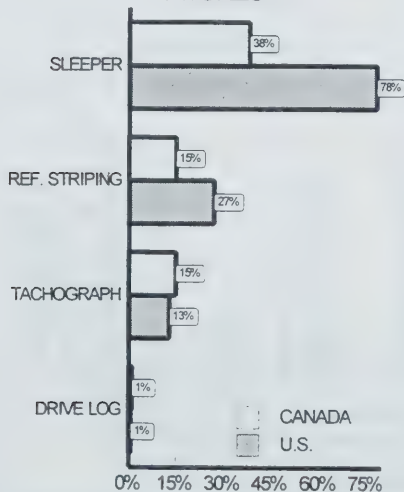
	# HOURS	# SURVEYS	% SAMPLED
Jul 15-18	70	634	71.2%
Jul 19-22	74	568	57.0%
Aug 8-14	113	957	72.9%
Aug 21-24	61	486	58.2%
TOTALS	318	2645	65.5%

## LEVEL OF UTILIZATION BY HOUR GROUPING

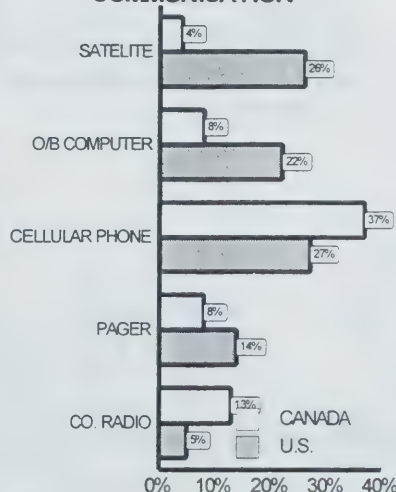


3/4 FULL-FULL 1/4-1/2 FULL EMPTY

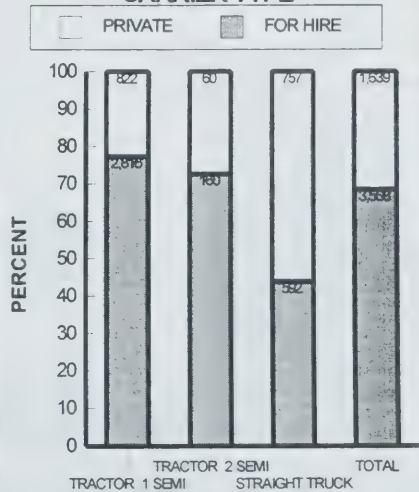
## FEATURES



## COMMUNICATION



## CARRIER TYPE



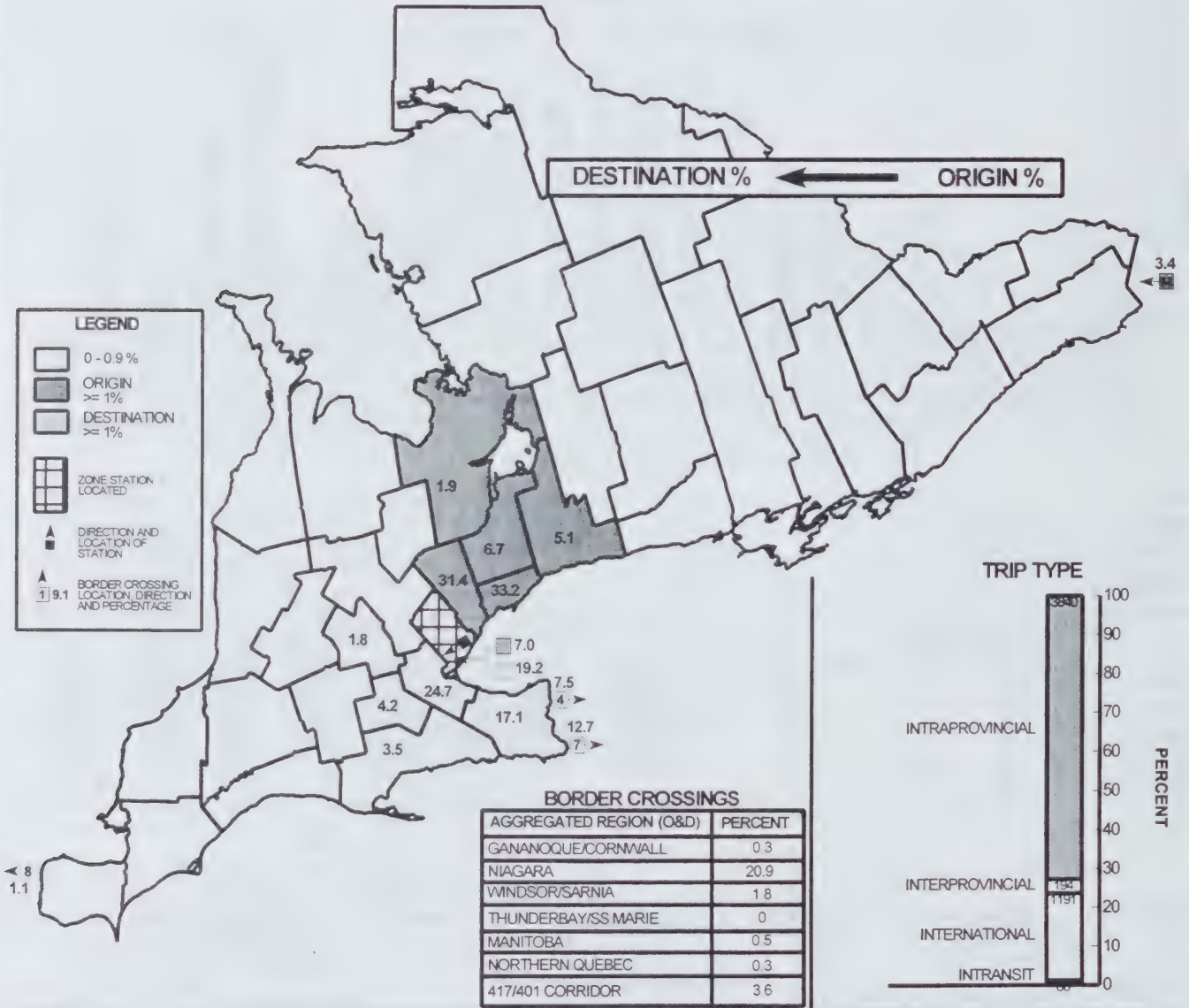
Values represent frequency or mean, unless identified as percent

# OAKVILLE 225

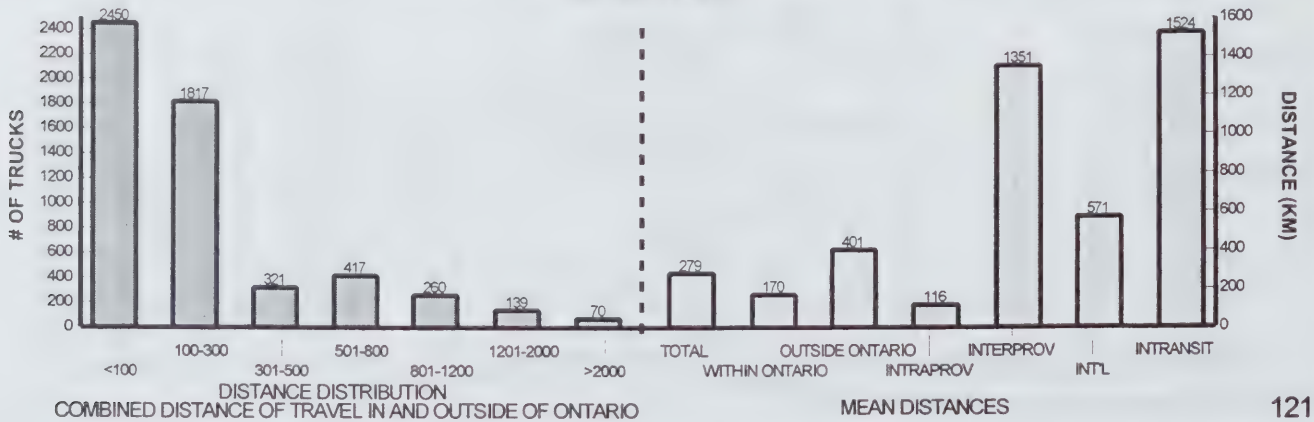
HWY. QEW, STATION #: 105

DIRECTION: WEST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES

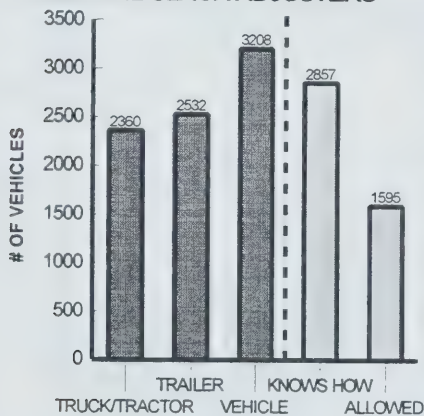


# OAKVILLE 225

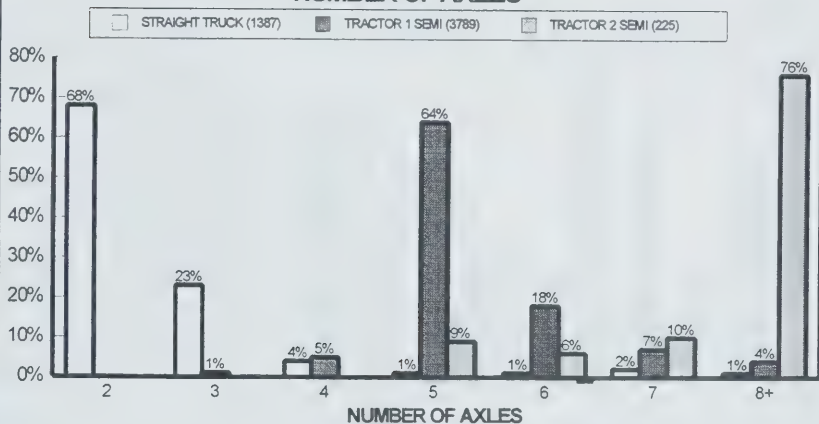
HWY. QEW, STATION #: 105

DIRECTION: WEST BOUND

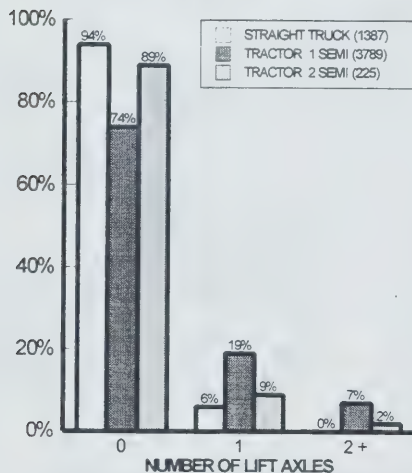
## MANUAL SLACK ADJUSTERS



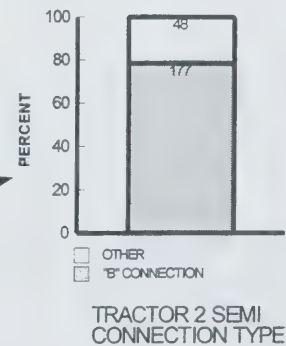
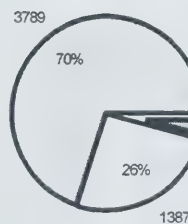
## NUMBER OF AXLES



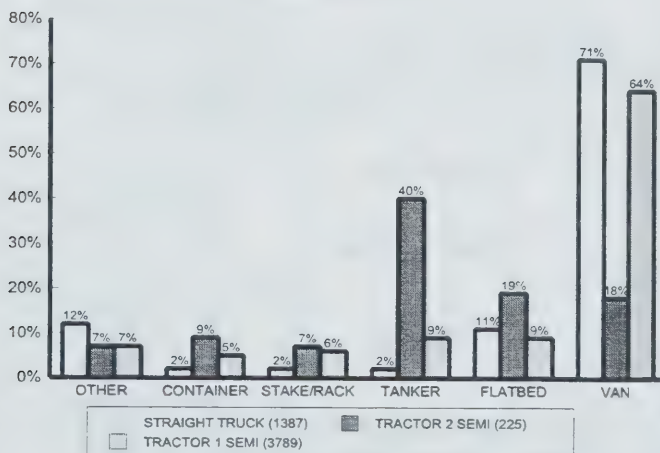
## LIFT AXLES



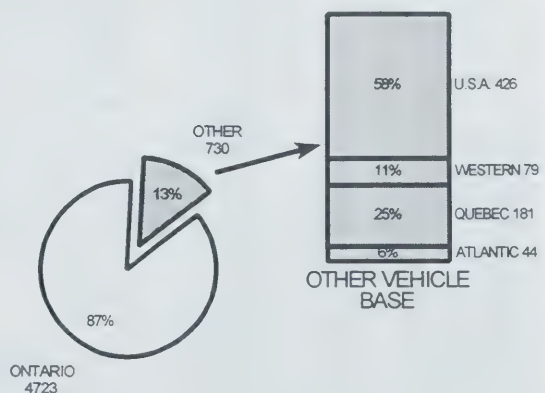
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

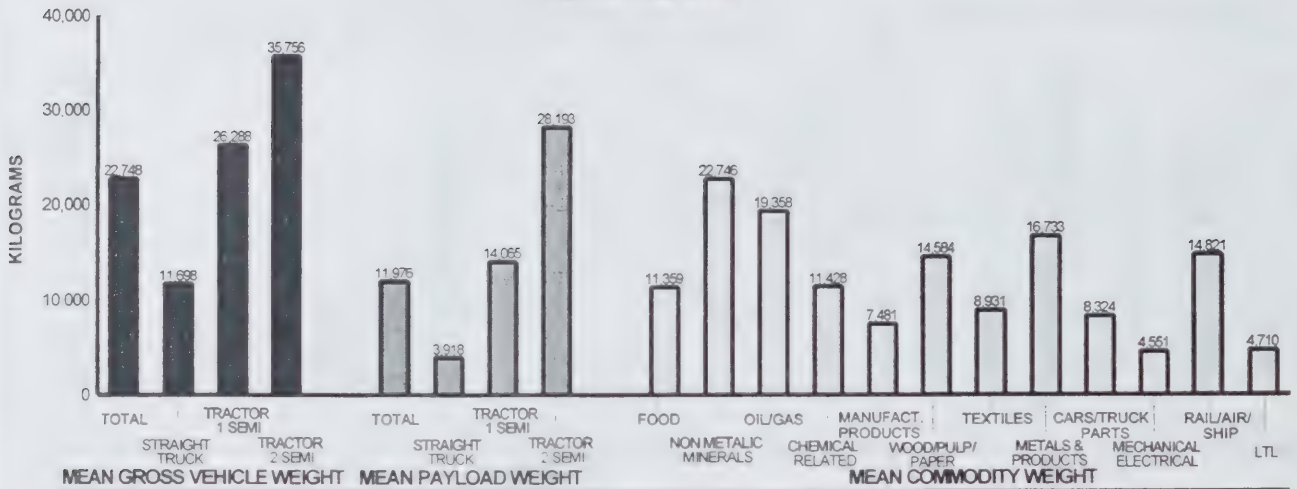




# OAKVILLE 225

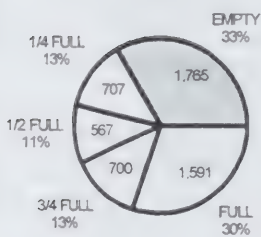
HWY. QEW, STATION #: 105  
DIRECTION: WEST BOUND

## MEAN WEIGHTS

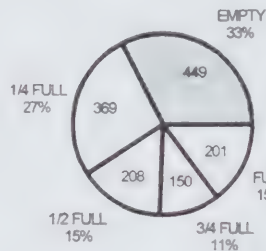


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

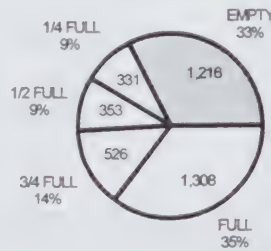
### ALL TRUCKS



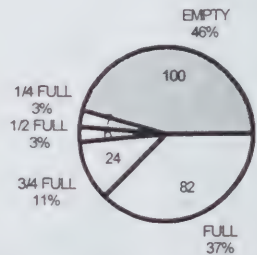
### STRAIGHT TRUCK



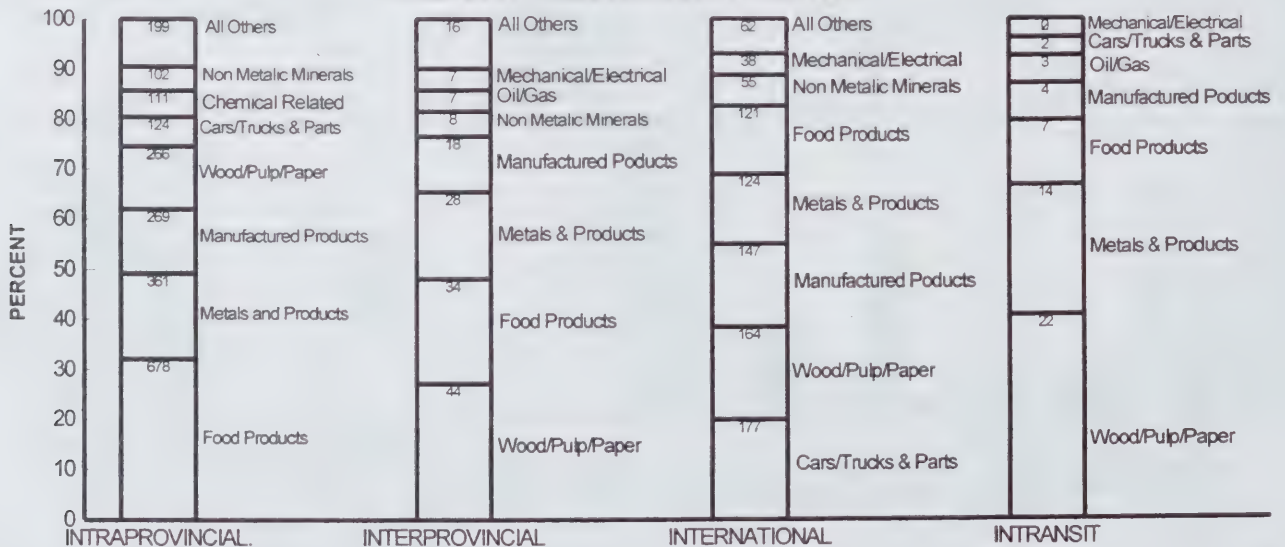
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE



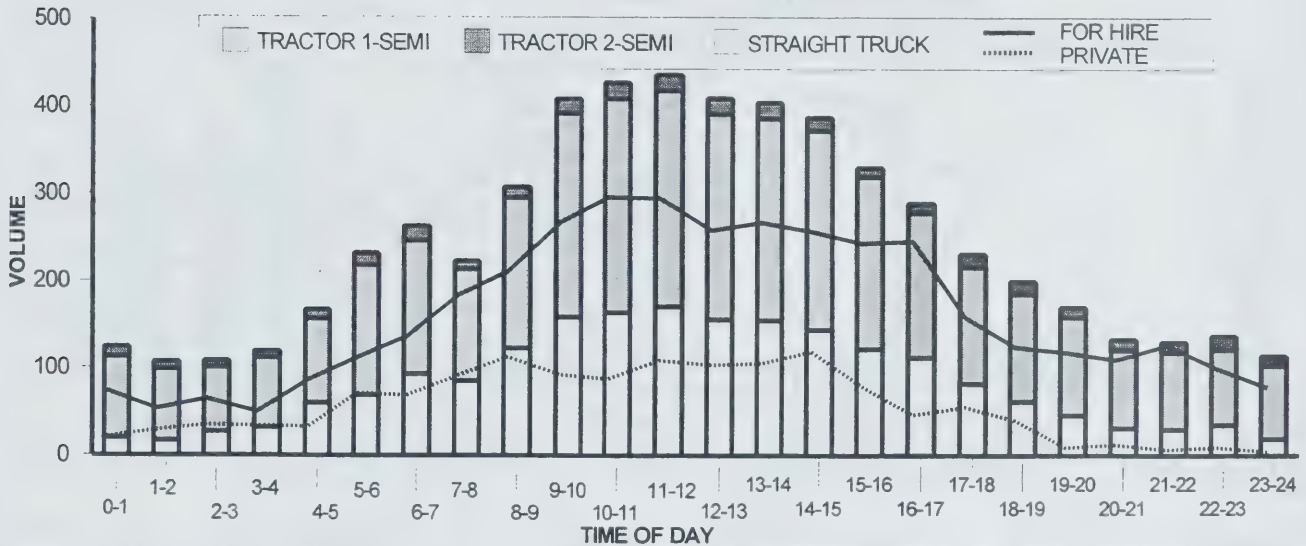
# OAKVILLE 226

HWY. QEW, STATION #: 104

DIRECTION: EAST BOUND

LOCATION: BETWEEN HWY 25 AND DORVAL DR.

## TRUCK VOLUMES BY HOUR

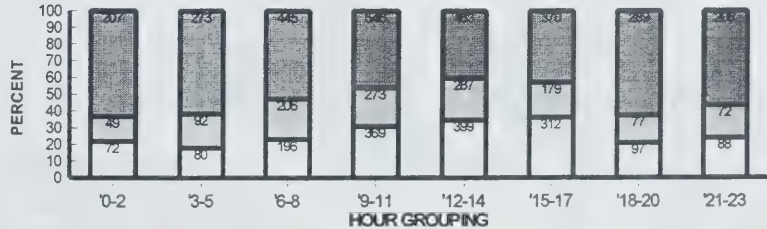


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	124	107	108	119	167	232	263	223	308	409	428	437	410	405	388	330	289	231	200	170	133	130	137	114	5862
ALL VEHICLES	2012	1297	815	551	501	681	1716	3631	3899	4723	4422	4429	4446	4359	4156	4513	4546	4282	4564	4029	3279	2813	2639	2438	74741
% COMMERCIAL	6.2	8.2	13.3	21.6	33.3	34.1	15.3	6.1	7.9	8.7	9.7	9.9	9.2	9.3	9.3	7.3	6.4	5.4	4.4	4.2	4.1	4.6	5.2	4.7	7.8

## SURVEYING SUMMARY

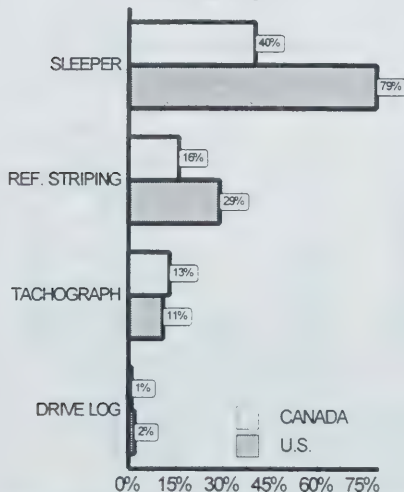
	# HOURS	# SURVEYS	% SAMPLED
Jul 26-28	80	623	52.3%
Jul 29-31	66	516	71.8%
Aug 1-2	36	298	42.4%
Aug 9-15	89	778	62.8%
TOTALS	271	2214	57.5%

## LEVEL OF UTILIZATION BY HOUR GROUPING

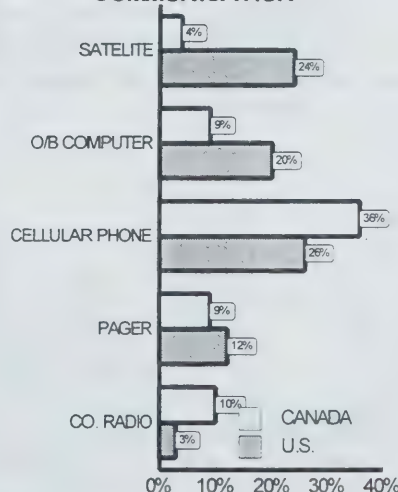


3/4 FULL-FULL 1/4-1/2 FULL EMPTY

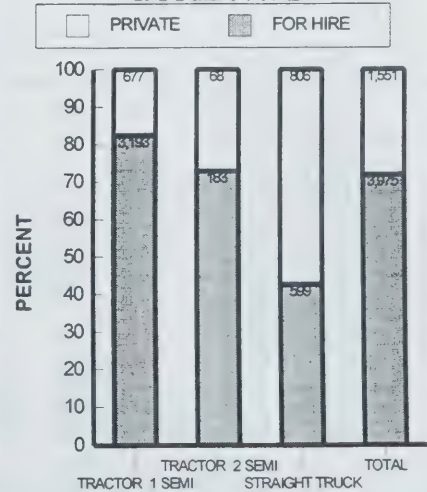
## FEATURES



## COMMUNICATION



## CARRIER TYPE

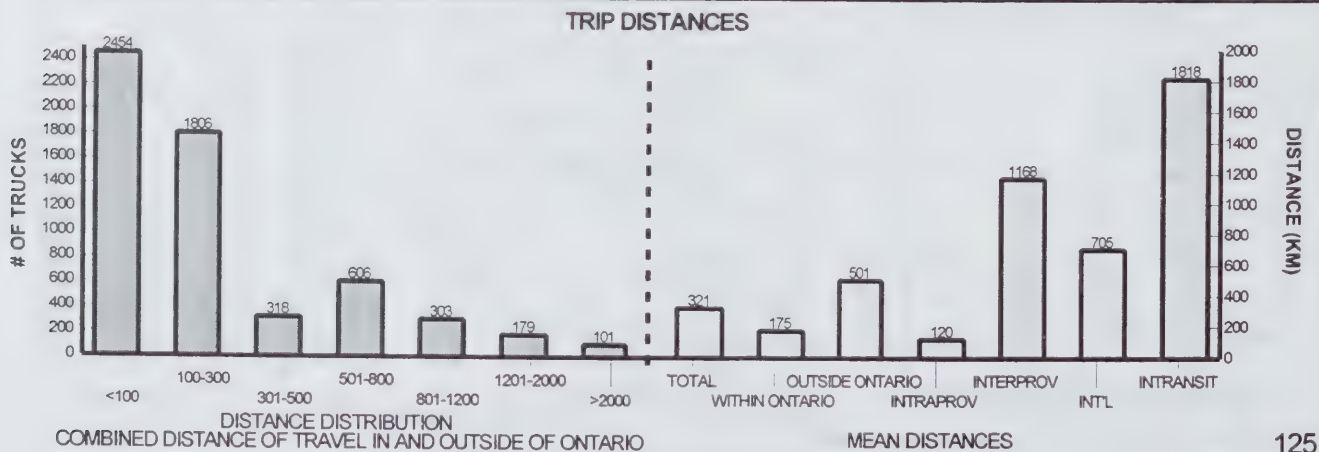
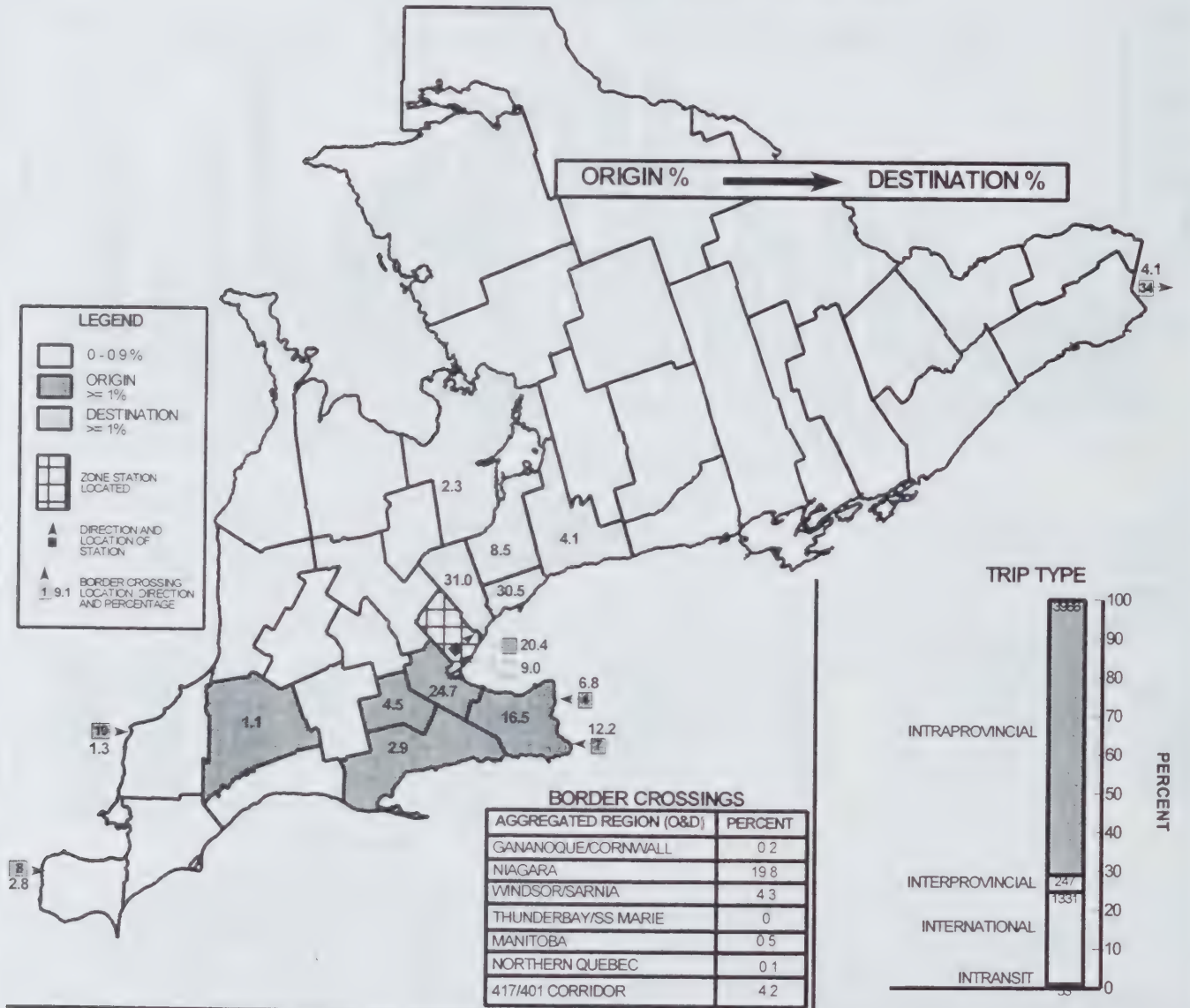


Values represent frequency or mean, unless identified as percent

# OAKVILLE 226

HWY. QEW, STATION # 104  
DIRECTION: EAST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



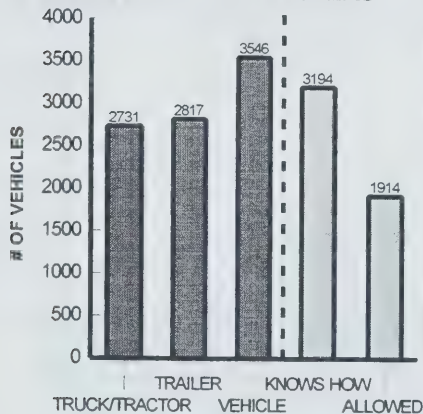


# OAKVILLE 226

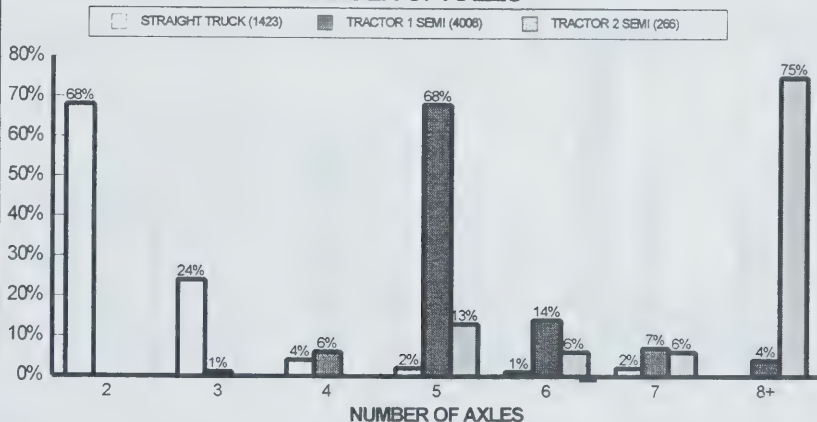
HWY. QEW, STATION #: 104

DIRECTION: EAST BOUND

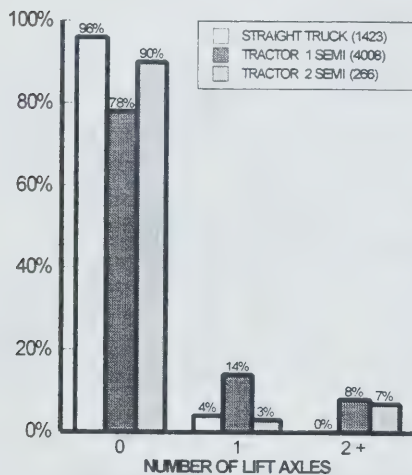
## MANUAL SLACK ADJUSTERS



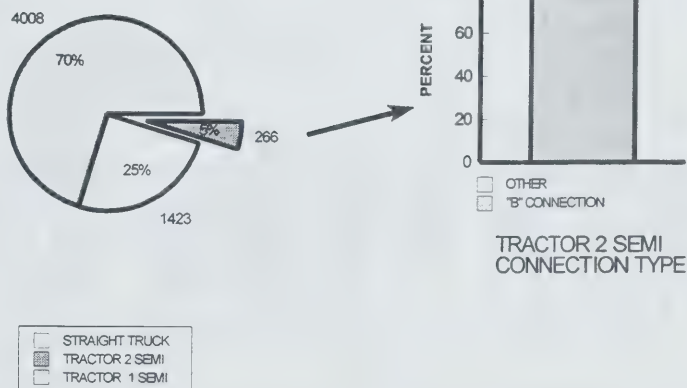
## NUMBER OF AXLES



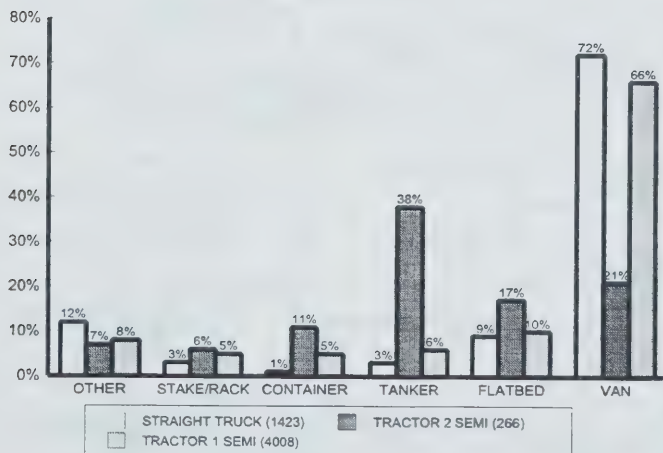
## LIFT AXLES



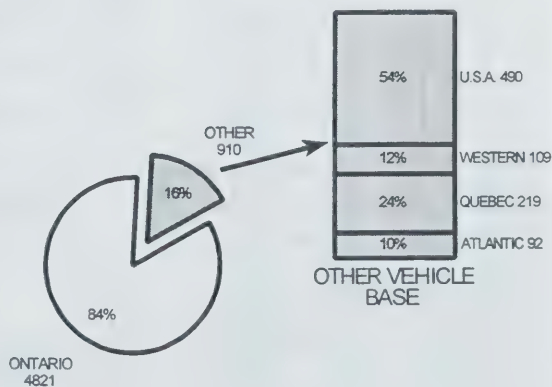
## VEHICLE CONFIGURATION



## BODY STYLE



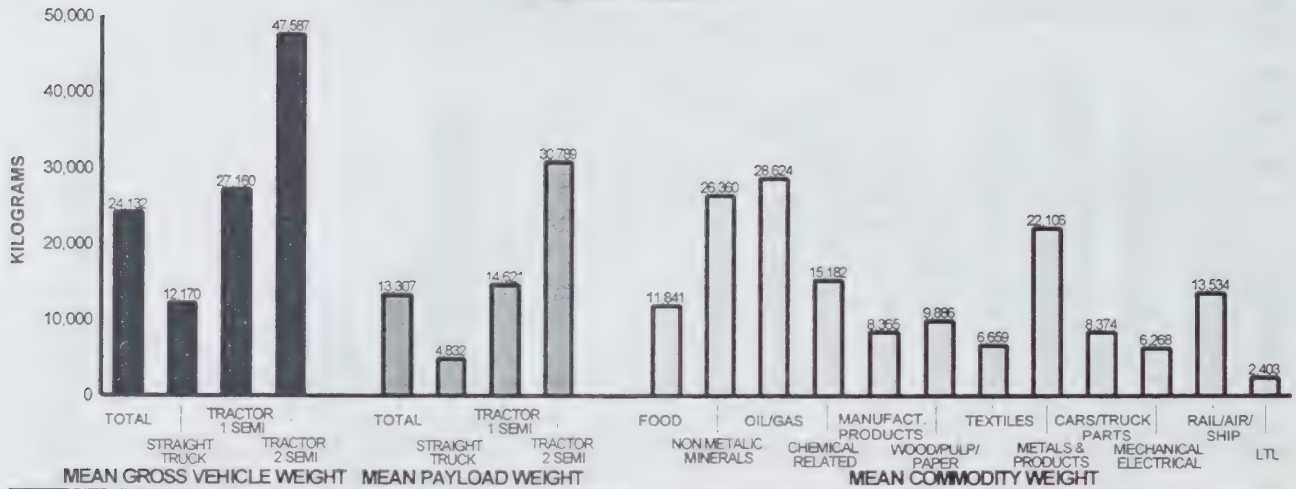
## VEHICLE BASE



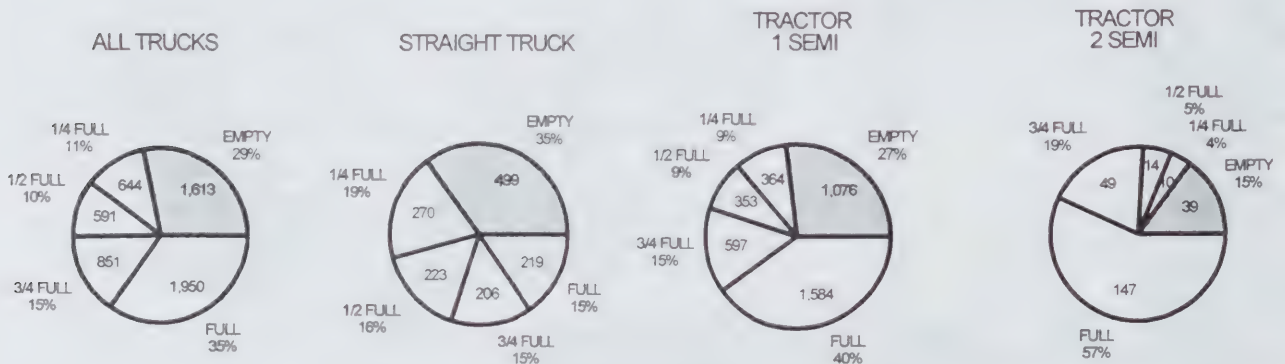
# OAKVILLE 226

HWY. QEW, STATION #: 104  
DIRECTION: EAST BOUND

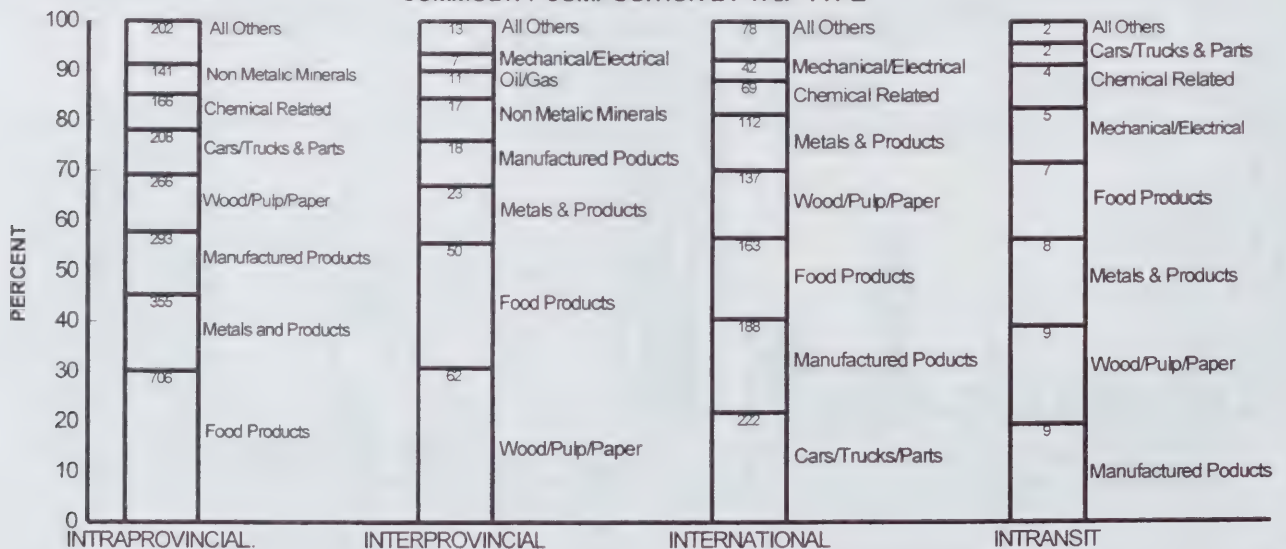
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



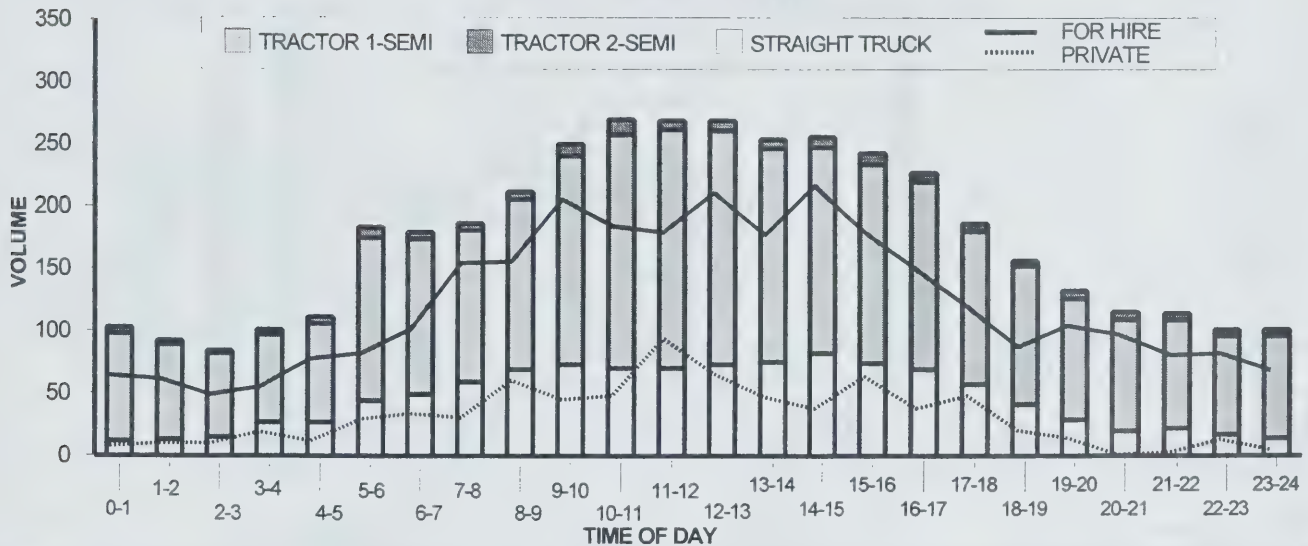
# FRUITLAND 232

HWY. QEW, STATION #: 119

DIRECTION: WEST BOUND

LOCATION: EAST OF CHERRY BEACH ROAD

## TRUCK VOLUMES BY HOUR

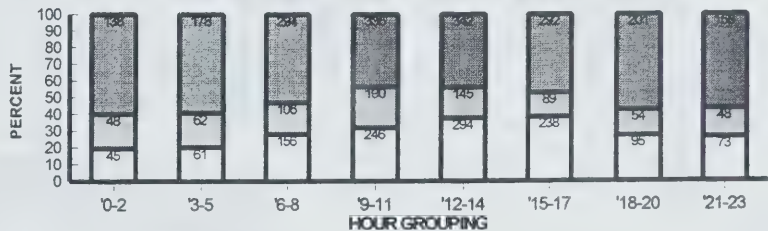


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	103	92	84	101	111	183	179	186	212	250	270	269	269	254	256	243	227	186	156	132	115	114	101	101	4194
ALL VEHICLES	1116	623	392	292	255	389	961	1934	2347	1977	1856	1902	2082	2032	2090	2147	2439	2624	2921	2588	1927	1752	1610	1368	39624
% COMMERCIAL	9.2	14.8	21.4	34.6	43.5	47.0	18.6	9.6	9.0	12.6	14.5	14.1	12.9	12.5	12.2	11.3	9.3	7.1	5.3	5.1	6.0	6.5	6.3	7.4	10.6

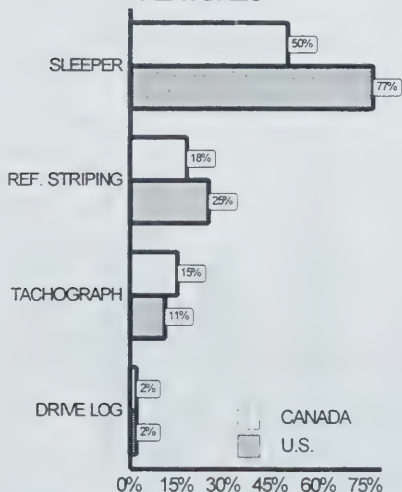
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Jul 4-7	78	518	55.6%
Jul 8-11	69	472	152.3%
Jul 21-24	78	481	67.5%
Jul 25-28	59	371	135.9%
TOTALS	284	1842	82.7%

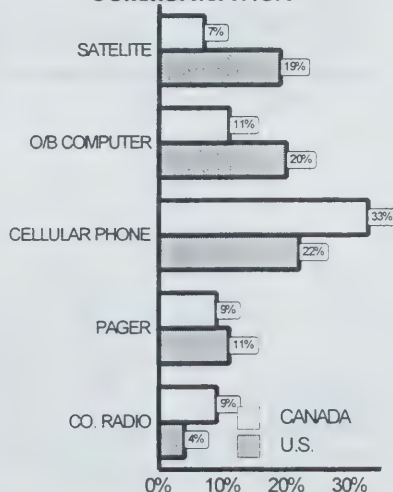
## LEVEL OF UTILIZATION BY HOUR GROUPING



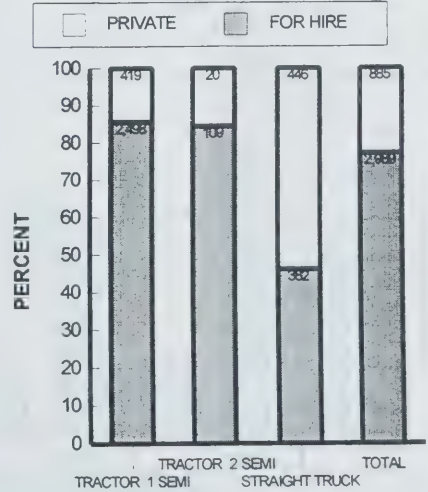
## FEATURES



## COMMUNICATION



## CARRIER TYPE



Values represent frequency or mean, unless identified as percent

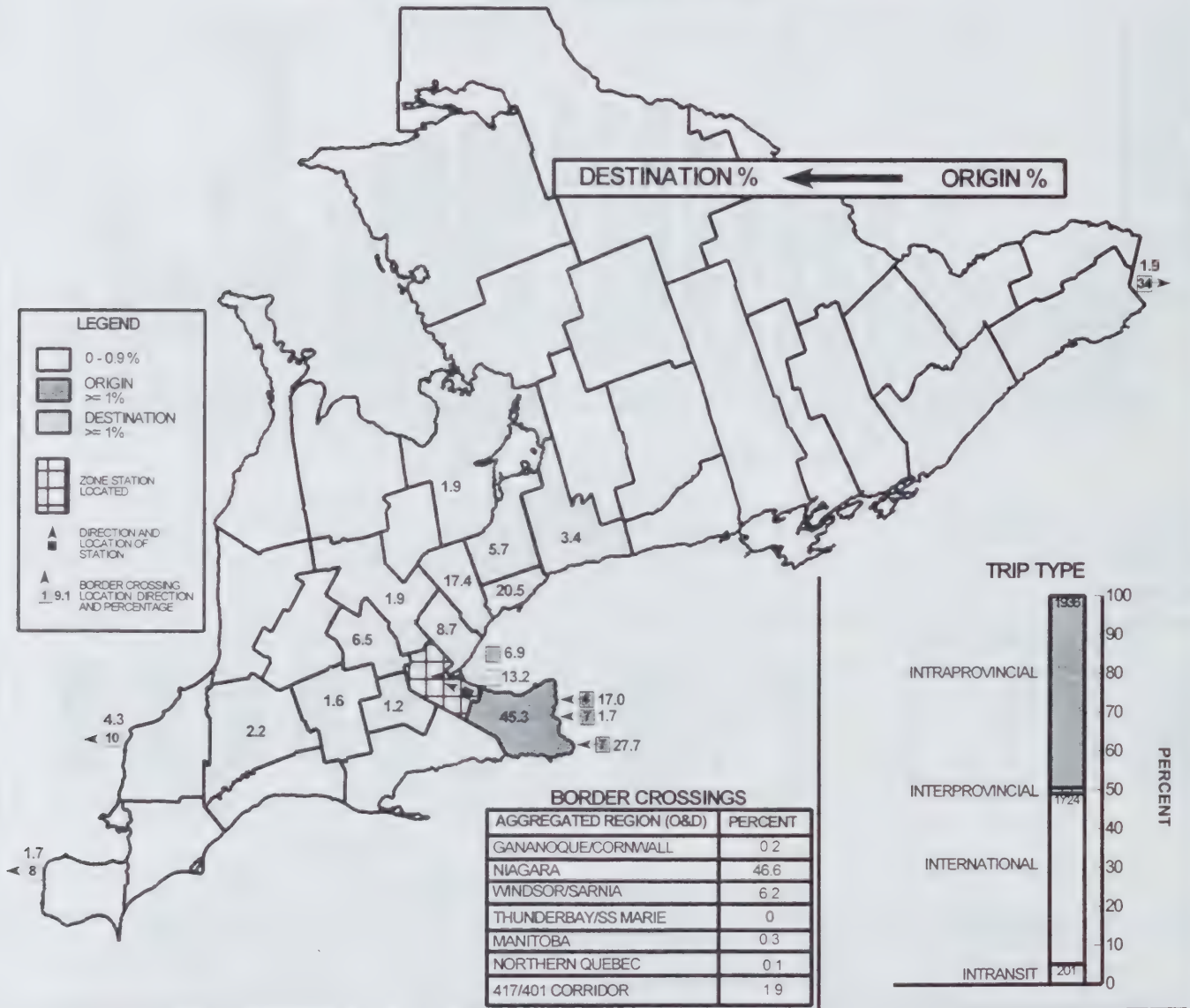


# FRUITLAND 232

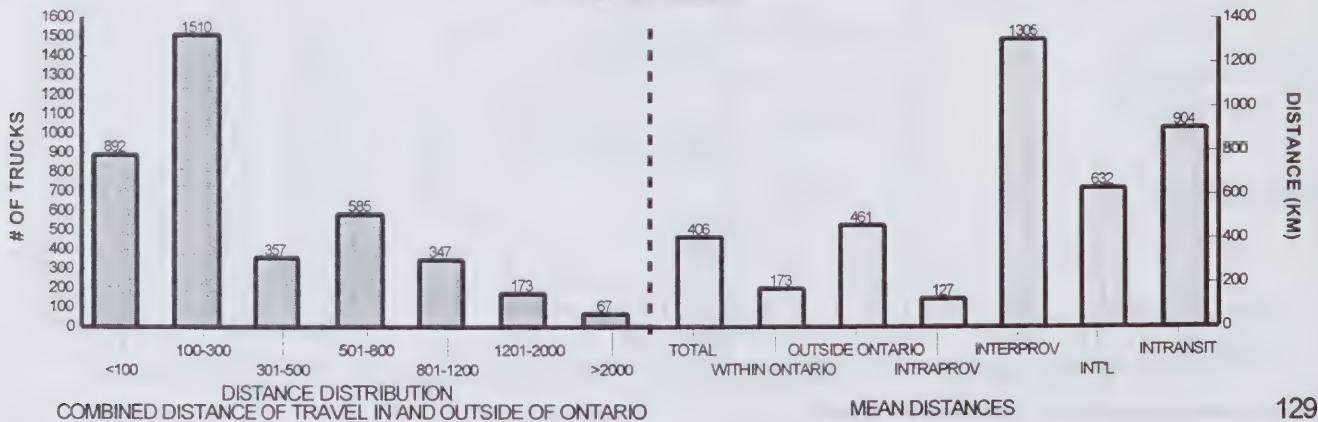
HWY. QEW, STATION #: 119

DIRECTION: WEST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



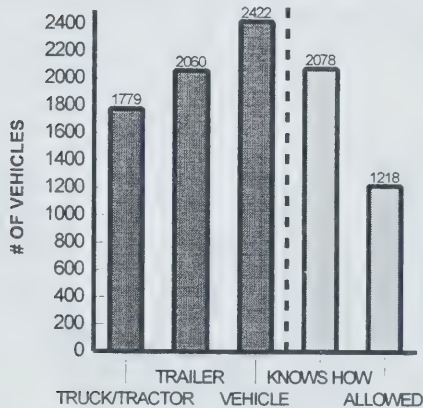
## TRIP DISTANCES



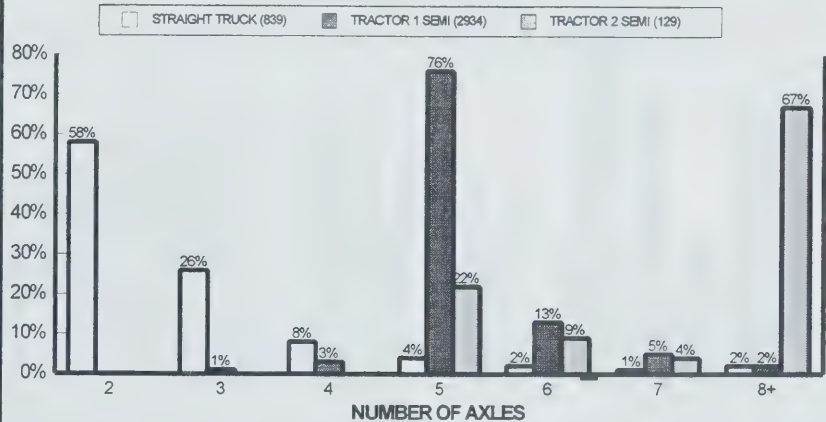
# FRUITLAND 232

HWY. QEW, STATION #: 119  
DIRECTION: WEST BOUND

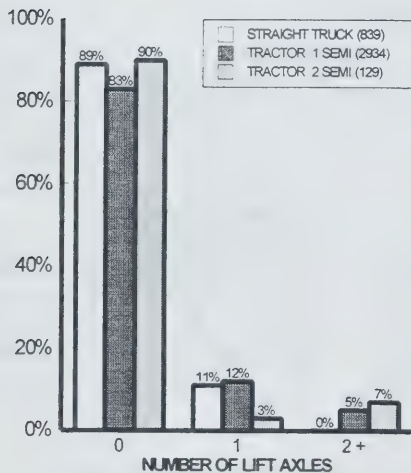
## MANUAL SLACK ADJUSTERS



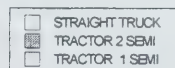
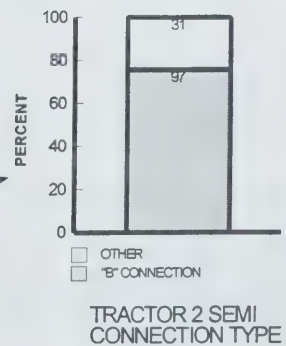
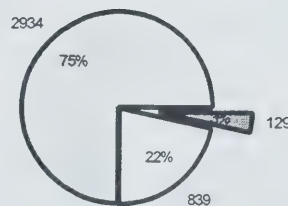
## NUMBER OF AXLES



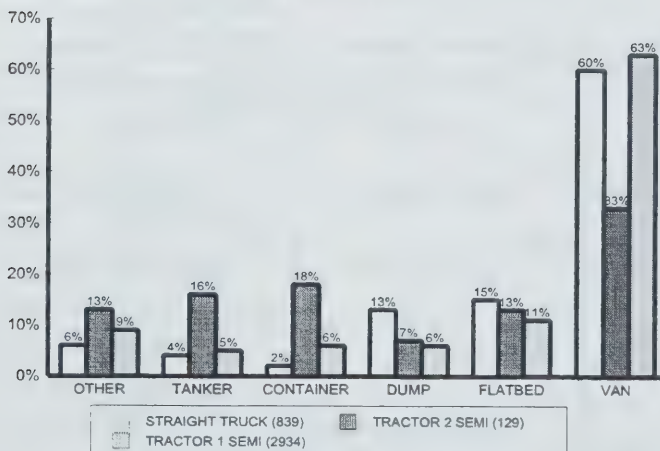
## LIFT AXLES



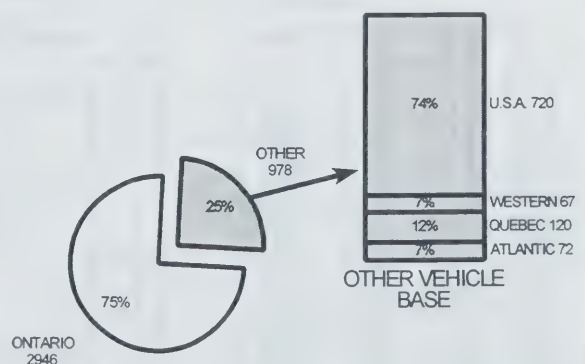
## VEHICLE CONFIGURATION



## BODY STYLE



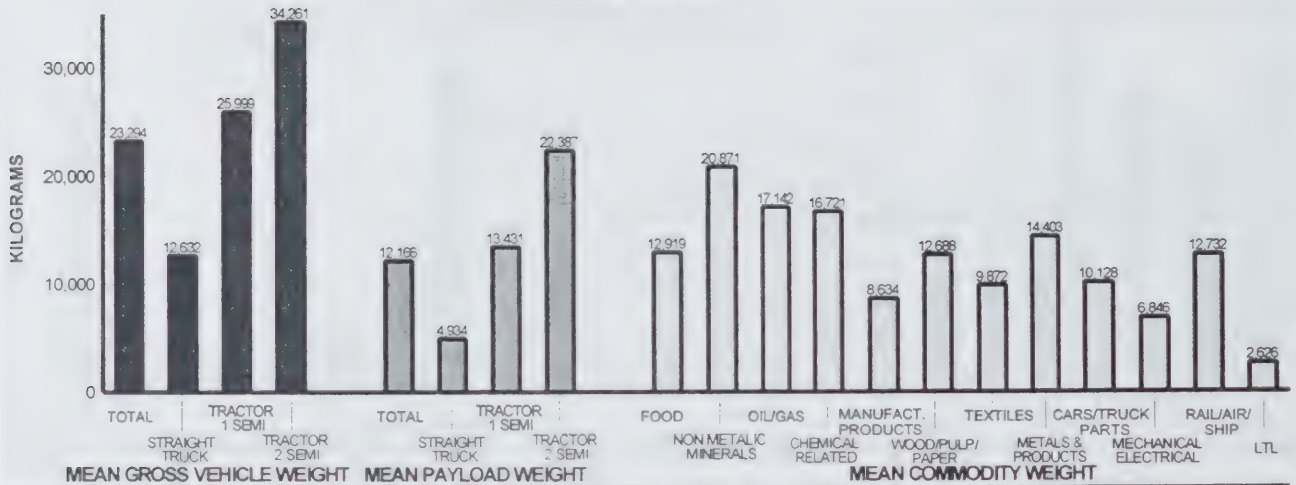
## VEHICLE BASE



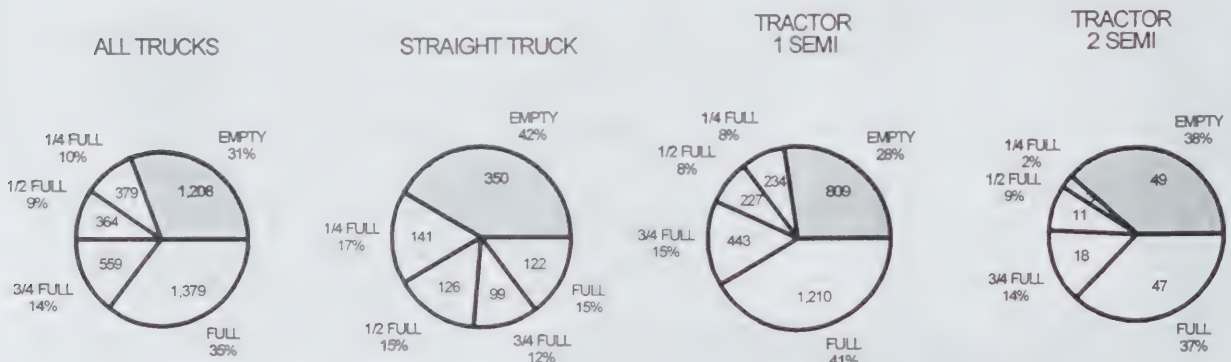
# FRUITLAND 232

HWY. QEW, STATION #: 119  
DIRECTION: WEST BOUND

## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE





# WINONA 235

HWY. QEW, STATION #: 167  
DIRECTION: EAST BOUND  
LOCATION: 8 KM WEST OF EXIT 78  
TRUCK VOLUMES BY HOUR

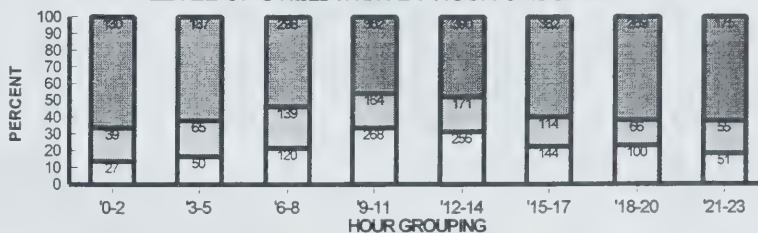


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	74	67	64	66	77	123	218	216	226	255	301	283	281	258	282	254	211	195	166	156	149	135	98	103	4258
ALL VEHICLES	835	561	345	293	193	242	649	1052	1617	1740	1749	1990	2132	2063	1998	2197	2518	2981	2798	2289	1803	1451	1267	987	35750
% COMMERCIAL	8.9	11.9	18.6	22.5	39.9	50.8	33.6	20.5	14.0	14.7	17.2	14.2	13.2	12.5	14.1	11.6	8.4	6.5	5.9	6.8	8.3	9.3	7.7	10.4	11.9

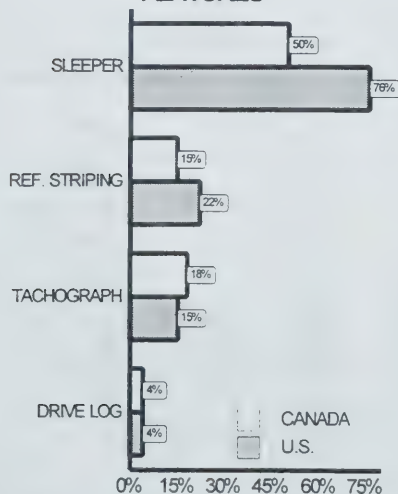
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 4-7	81	501	92.6%
May 8-11	70	592	63.6%
May 23-26	86	422	21.5%
May 27-30	75	332	25.5%
TOTALS	312	1847	69.0%

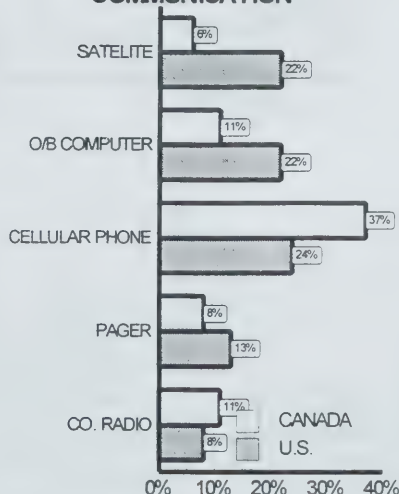
## LEVEL OF UTILIZATION BY HOUR GROUPING



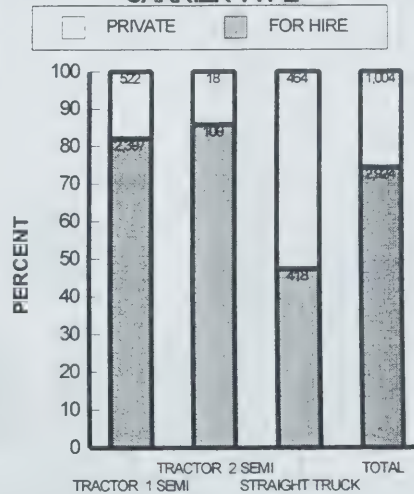
## FEATURES



## COMMUNICATION



## CARRIER TYPE



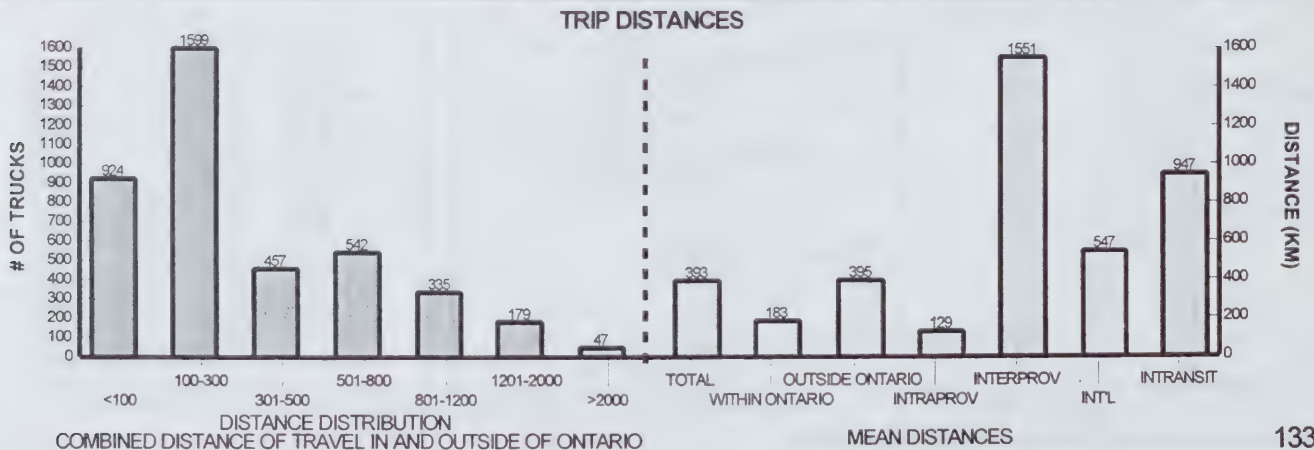
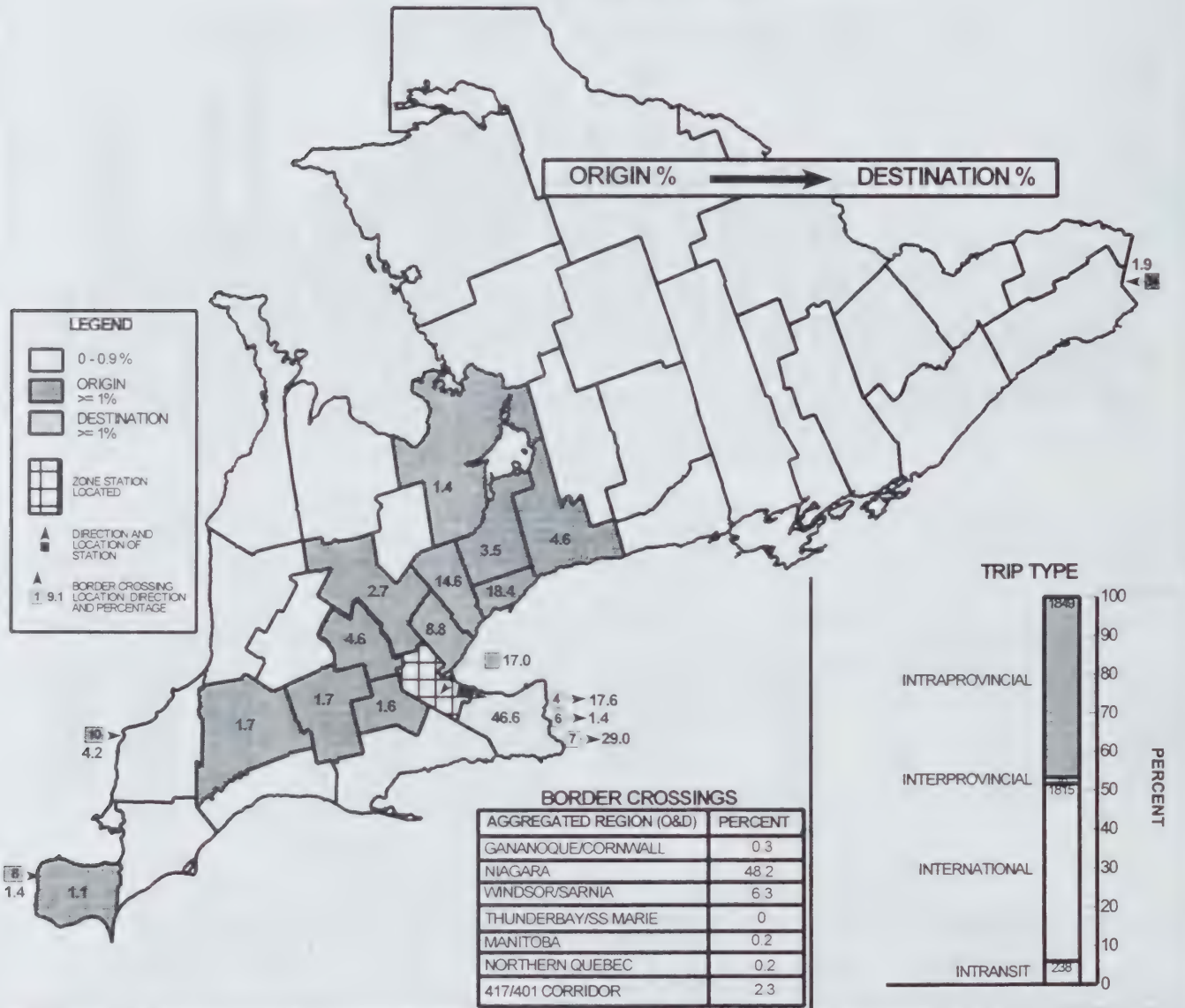
Values represent frequency or mean, unless identified as percent

# WINONA 235

HWY. QEW, STATION #: 167

DIRECTION: EAST BOUND

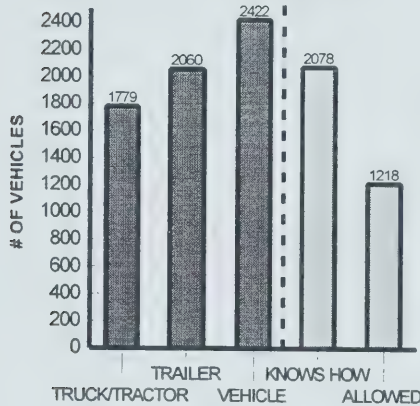
ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



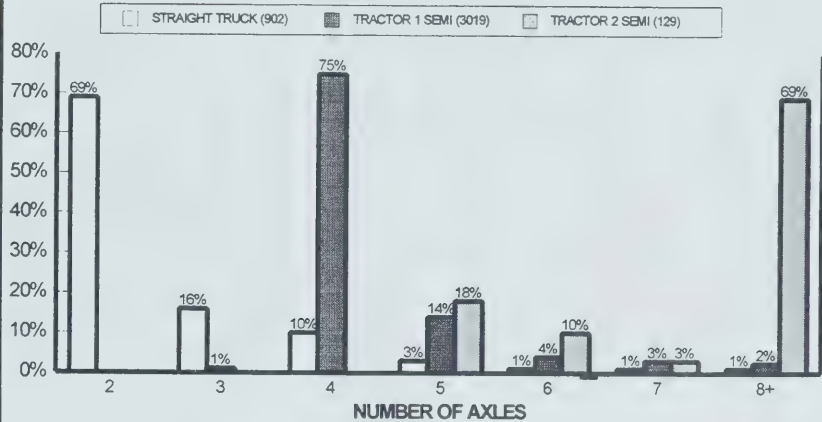
# WINONA 235

HWY. QEW, STATION #: 167  
DIRECTION: EAST BOUND

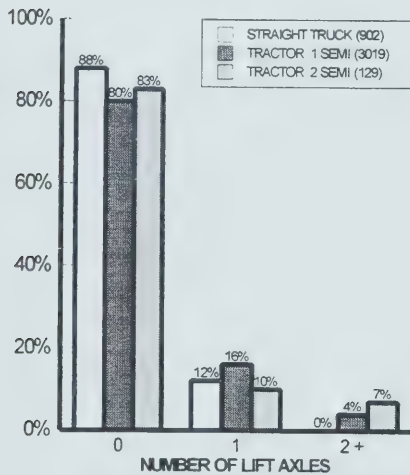
## MANUAL SLACK ADJUSTERS



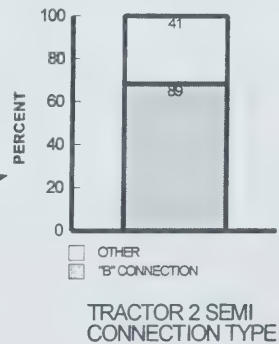
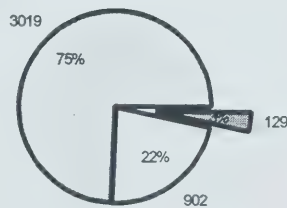
## NUMBER OF AXLES



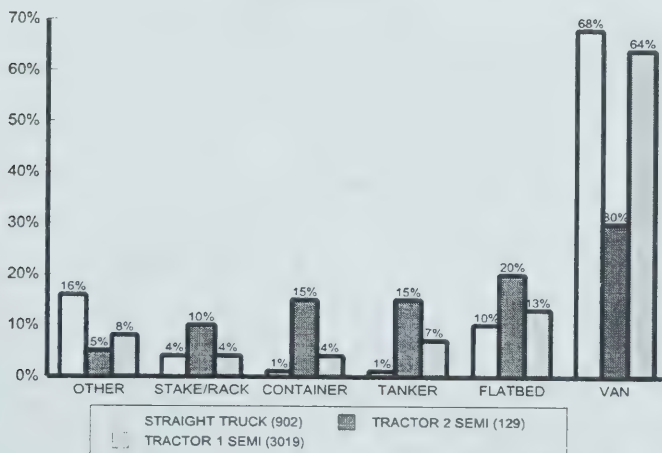
## LIFT AXLES



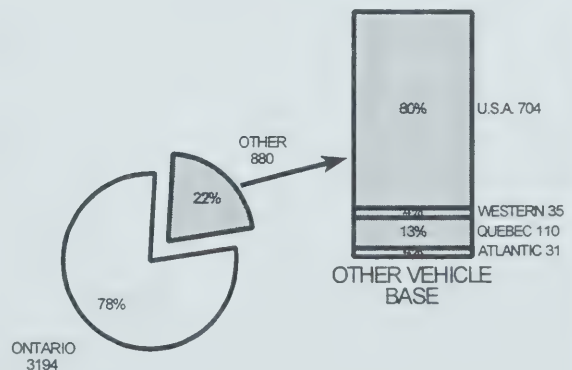
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

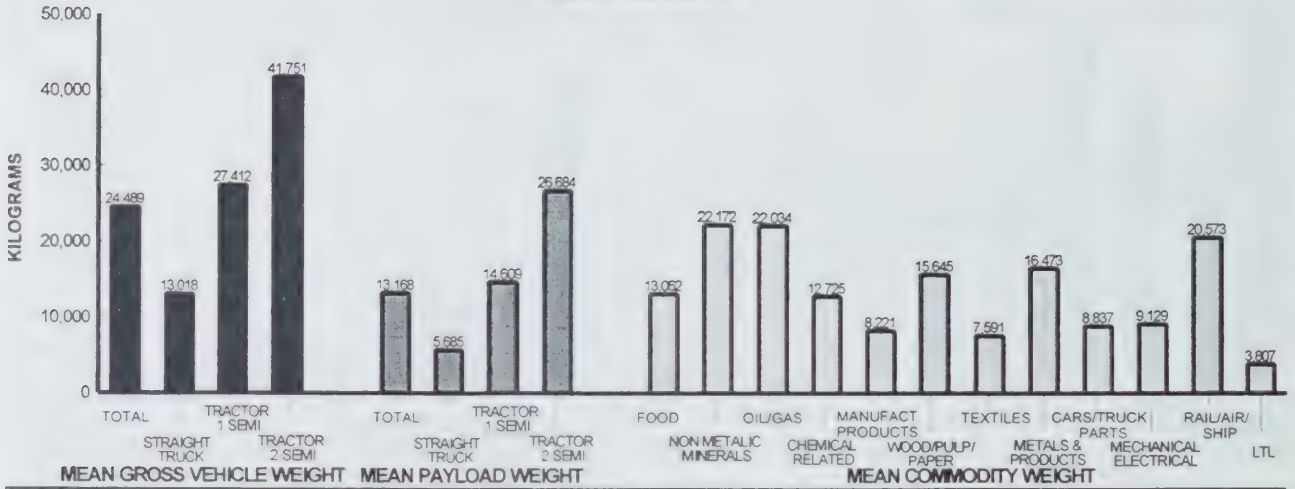




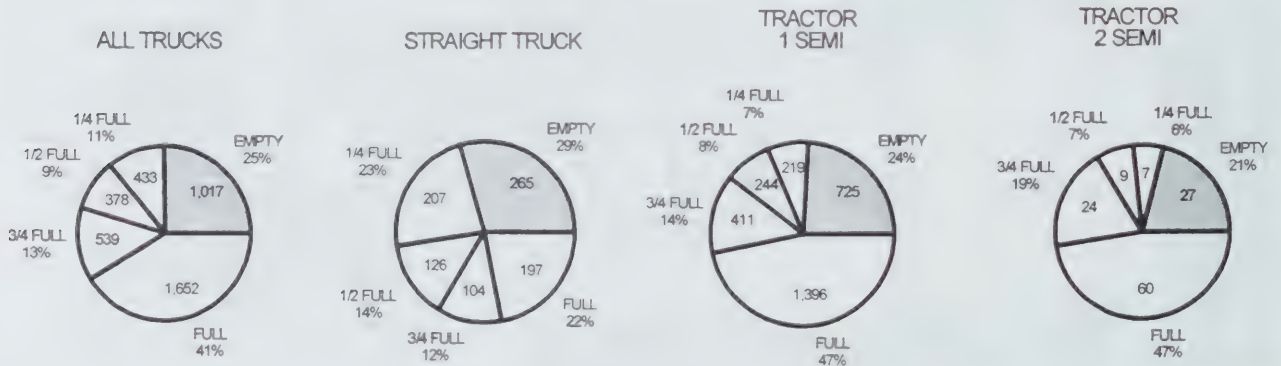
# WINONA 235

HWY. QEW, STATION #: 167  
DIRECTION: EAST BOUND

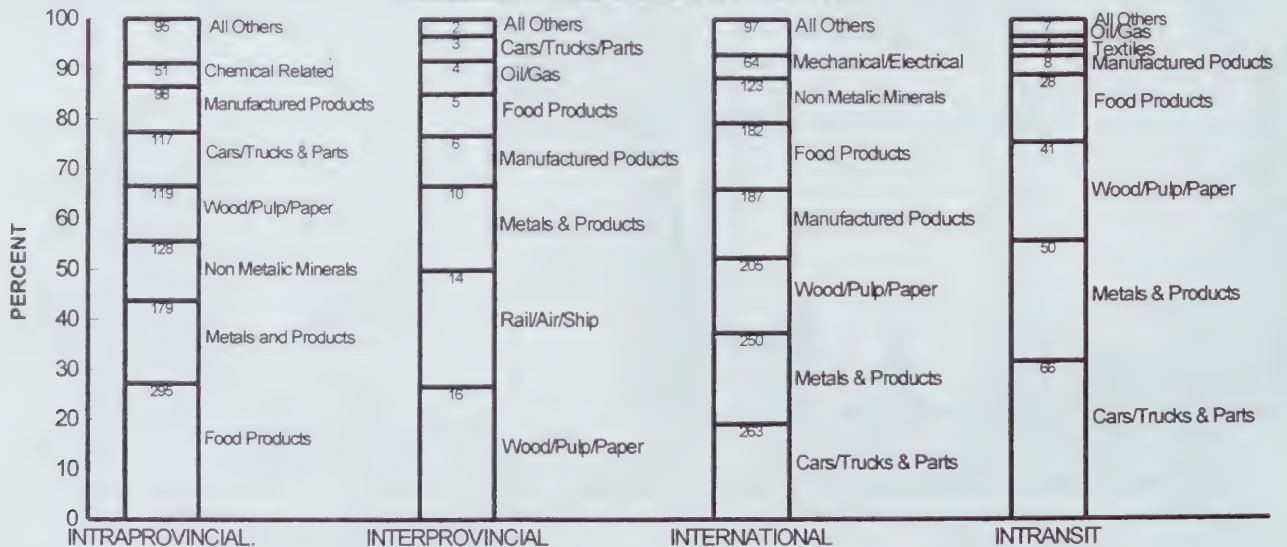
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

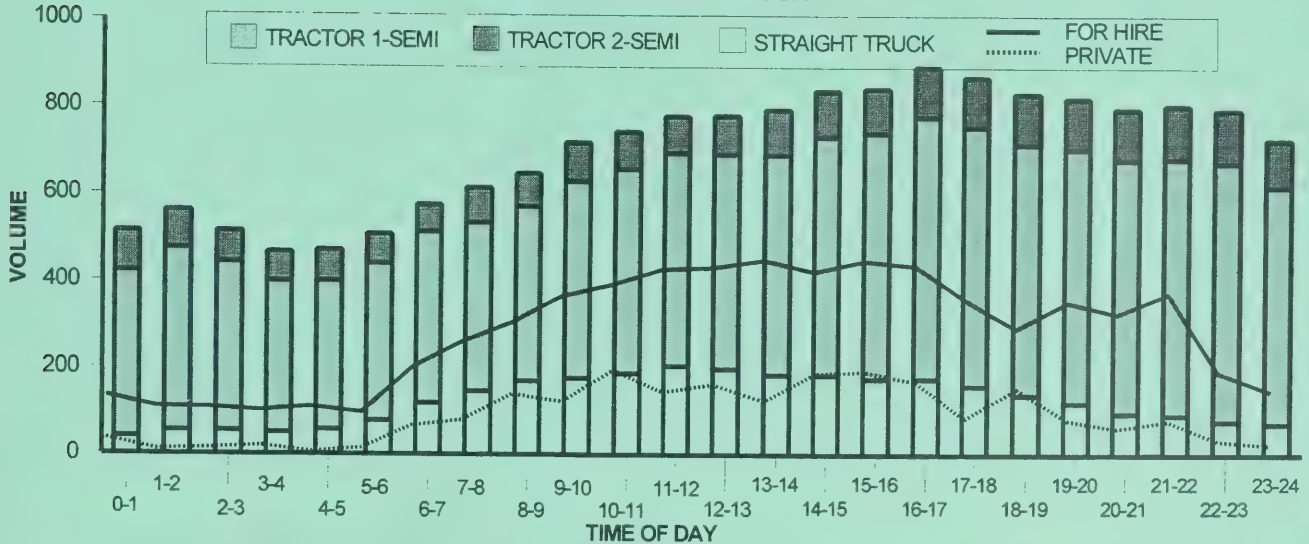


## COMMODITY COMPOSITION BY TRIP TYPE



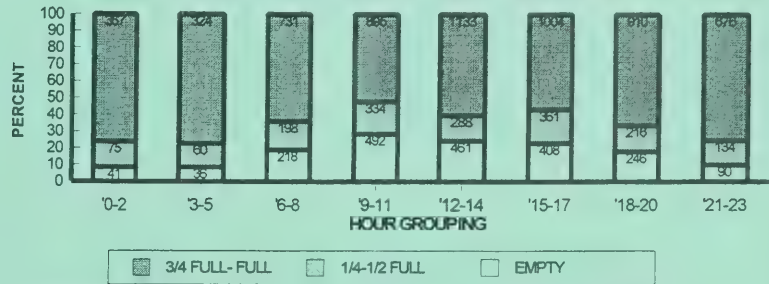
# EASTERN REGION

## TRUCK VOLUMES BY HOUR

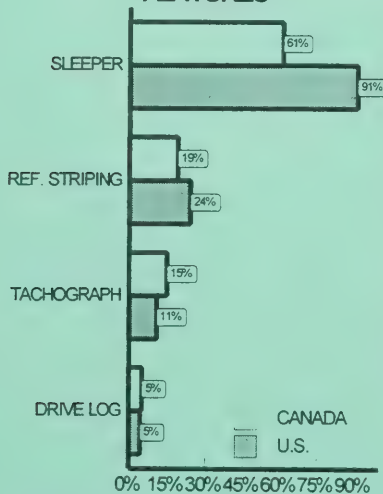


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	12	12	15	18	24	21	19	15	18	13	10	11	10	13	13	13	14	10	12	9	13	14	15	13	337
ALL VEHICLES	30	21	21	21	30	41	97	115	123	118	123	42	134	151	178	176	184	172	59	129	109	91	63	46	2479
% COMMERCIAL	40.0	57.1	71.4	85.7	80.0	51.2	19.6	13.0	14.6	11.0	7.8	7.7	7.5	8.6	7.3	7.4	7.6	5.8	7.5	7.0	11.9	15.4	23.8	28.3	13.9

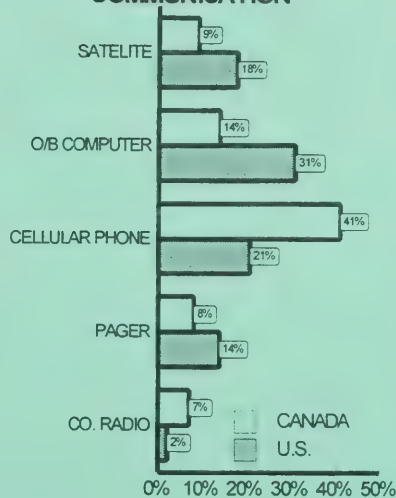
## LEVEL OF UTILIZATION BY HOUR GROUPING



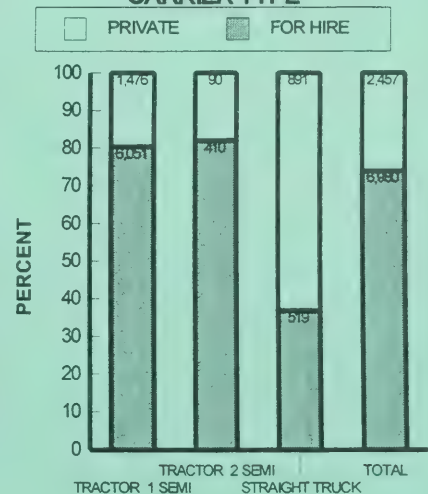
## FEATURES



## COMMUNICATION



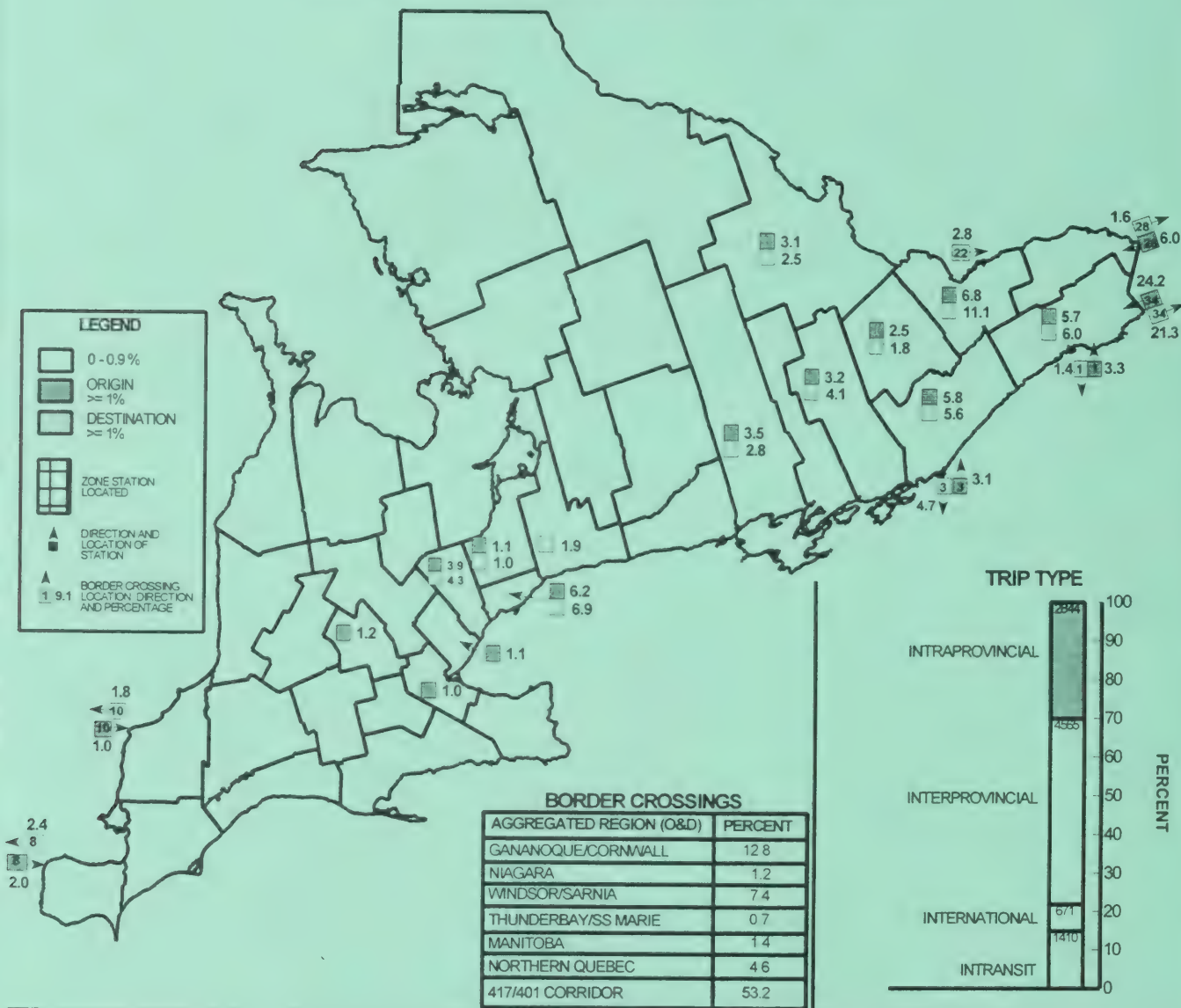
## CARRIER TYPE



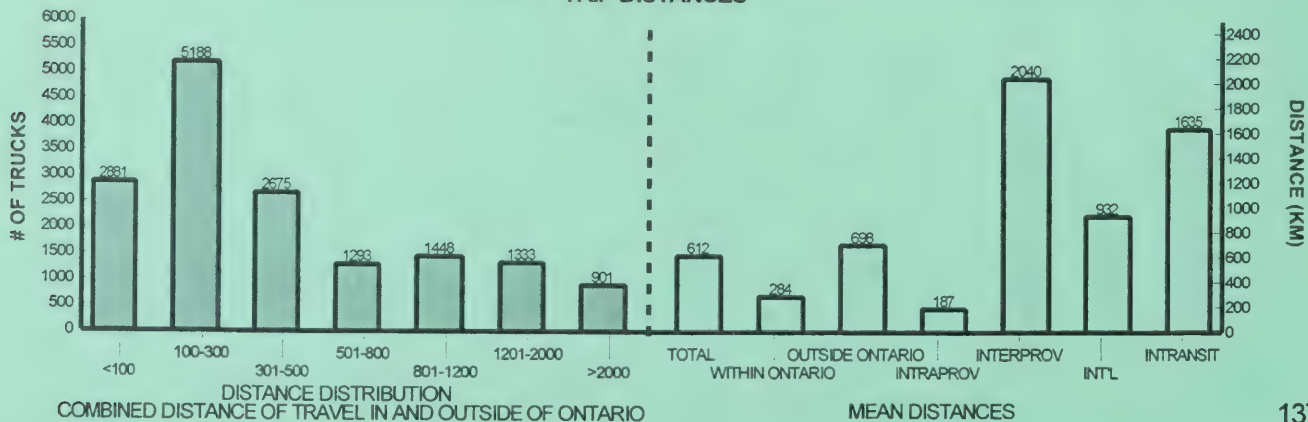
Values represent frequency or mean, unless identified as percent

# EASTERN REGION

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



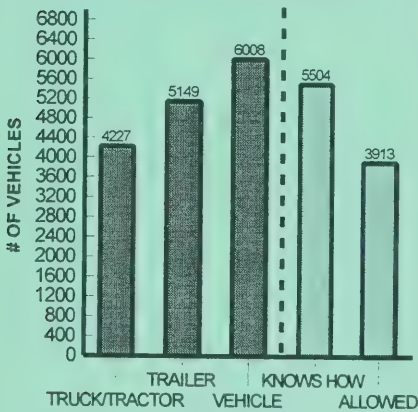
## TRIP DISTANCES



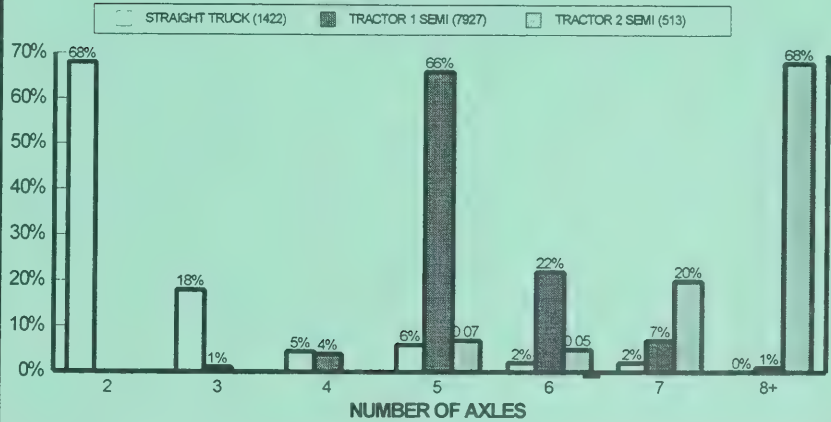


# EASTERN REGION

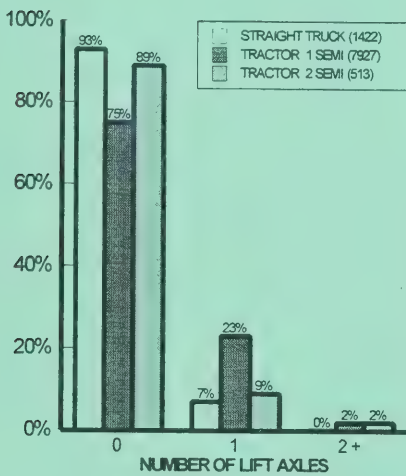
## MANUAL SLACK ADJUSTERS



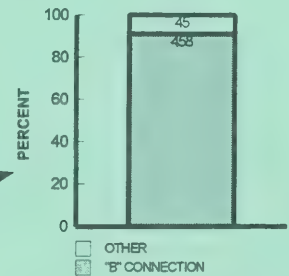
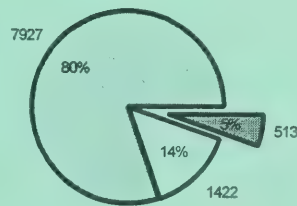
## NUMBER OF AXLES



## LIFT AXLES

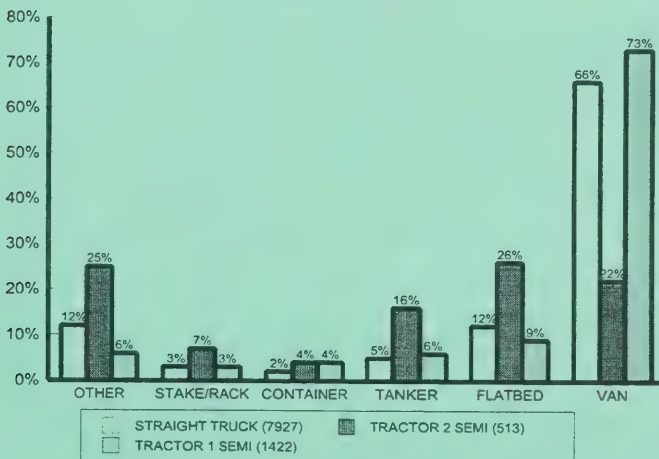


## VEHICLE CONFIGURATION

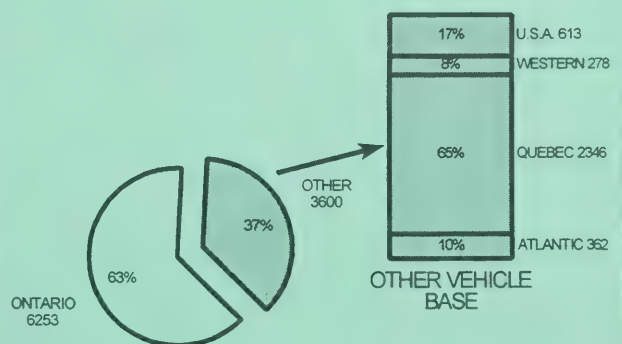


TRACTOR 2 SEMI CONNECTION TYPE

## BODY STYLE

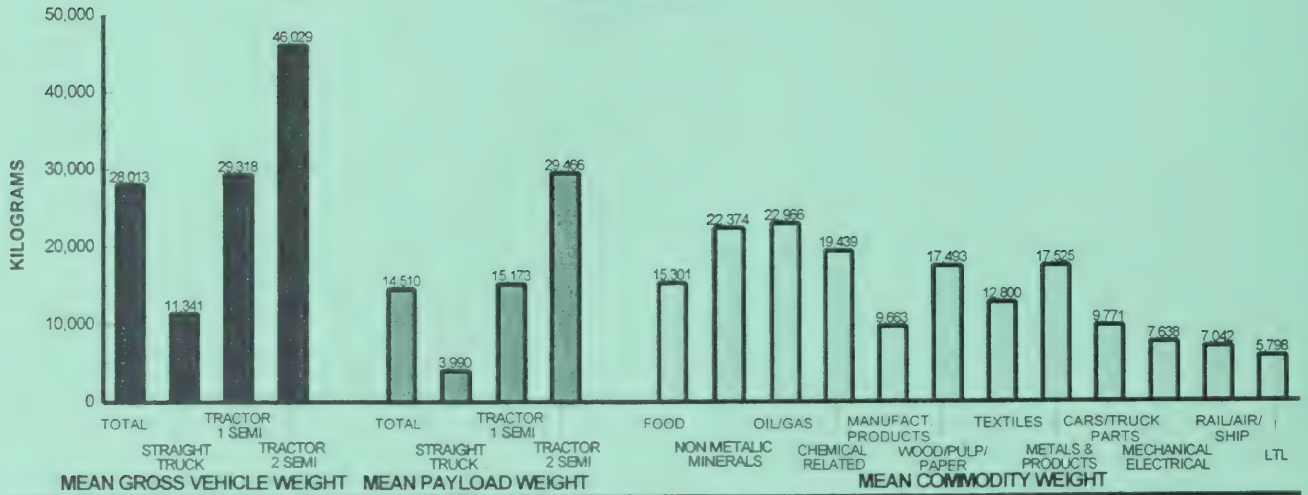


## VEHICLE BASE

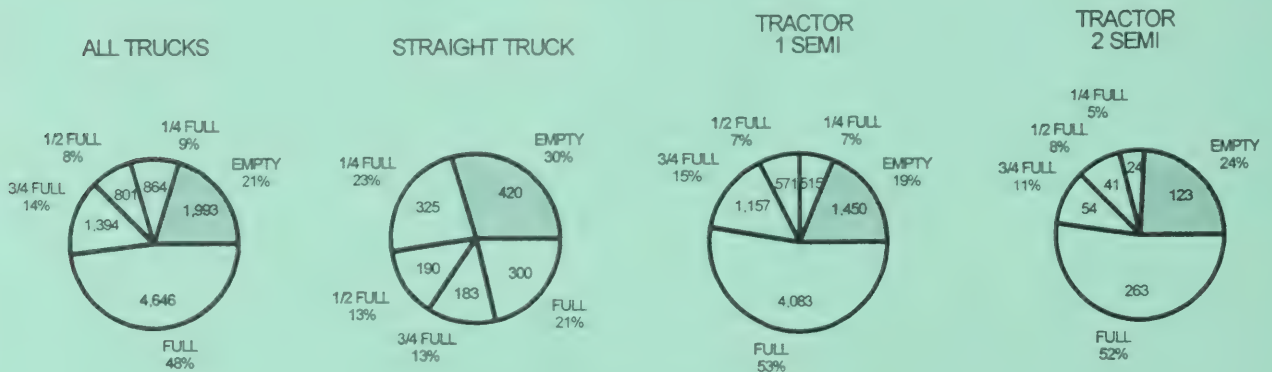


# EASTERN REGION

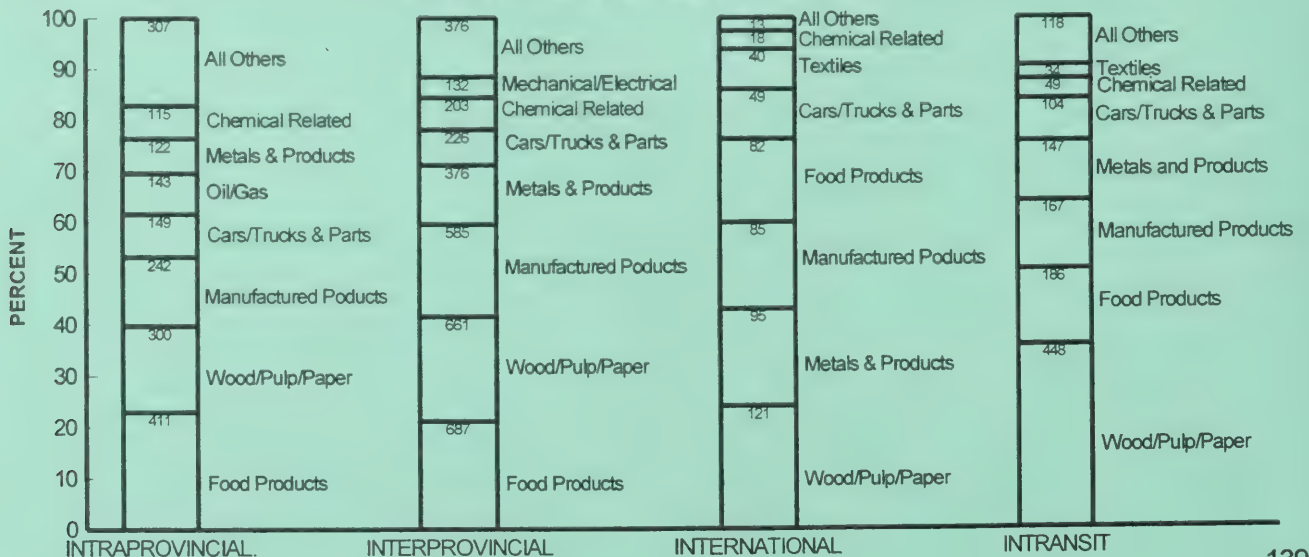
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



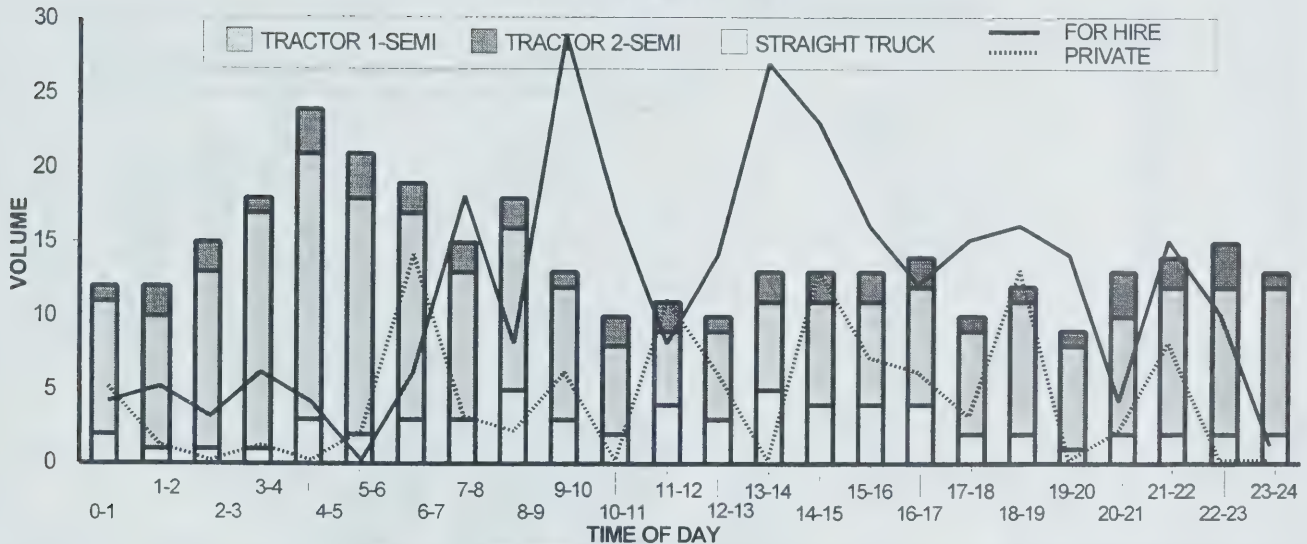
# GLEN TAY 422

HWY. 7, STATION #: 122

DIRECTION: EAST BOUND

LOCATION: AT GLEN TAY

## TRUCK VOLUMES BY HOUR

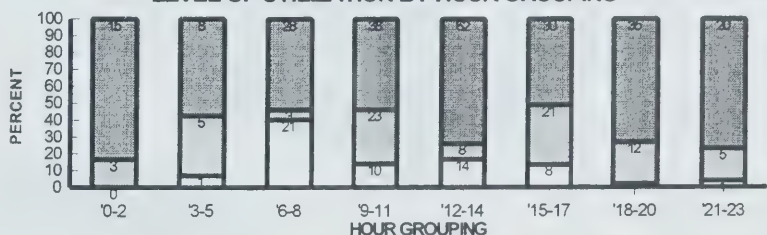


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	12	12	15	18	24	21	19	15	18	13	10	11	10	13	13	13	14	10	12	9	13	14	15	13	337
ALL VEHICLES	30	21	21	21	30	41	97	115	123	118	123	42	134	151	178	176	184	172	59	129	109	91	63	46	2479
% COMMERCIAL	40.0	57.1	71.4	85.7	80.0	51.2	19.6	13.0	14.6	11.0	7.8	7.7	7.5	8.6	7.3	7.4	7.6	5.8	7.5	7.0	11.9	15.4	23.8	28.3	13.9

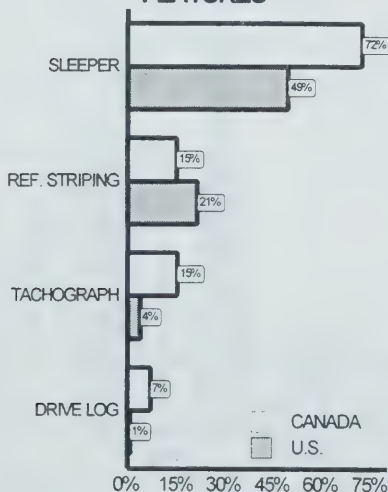
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Sept. 12	9	12	32.4%
Sept. 13	7	14	31.1%
Sept. 14	13	20	21.5%
Sept. 15	10	13	25.5%
TOTALS	39	59	26.1%

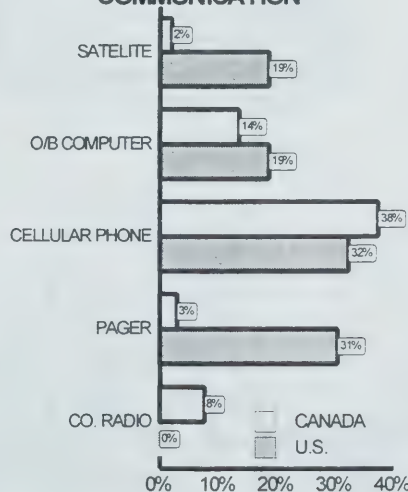
## LEVEL OF UTILIZATION BY HOUR GROUPING



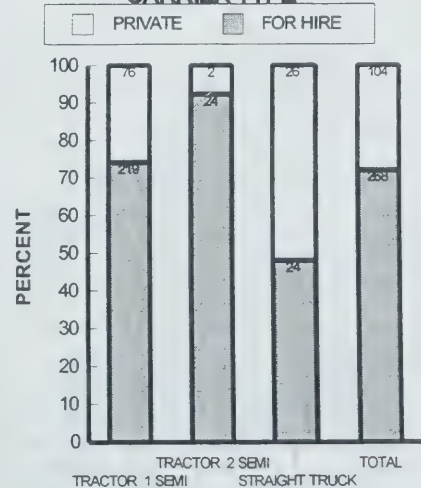
## FEATURES



## COMMUNICATION



## CARRIER TYPE



Values represent frequency or mean, unless identified as percent

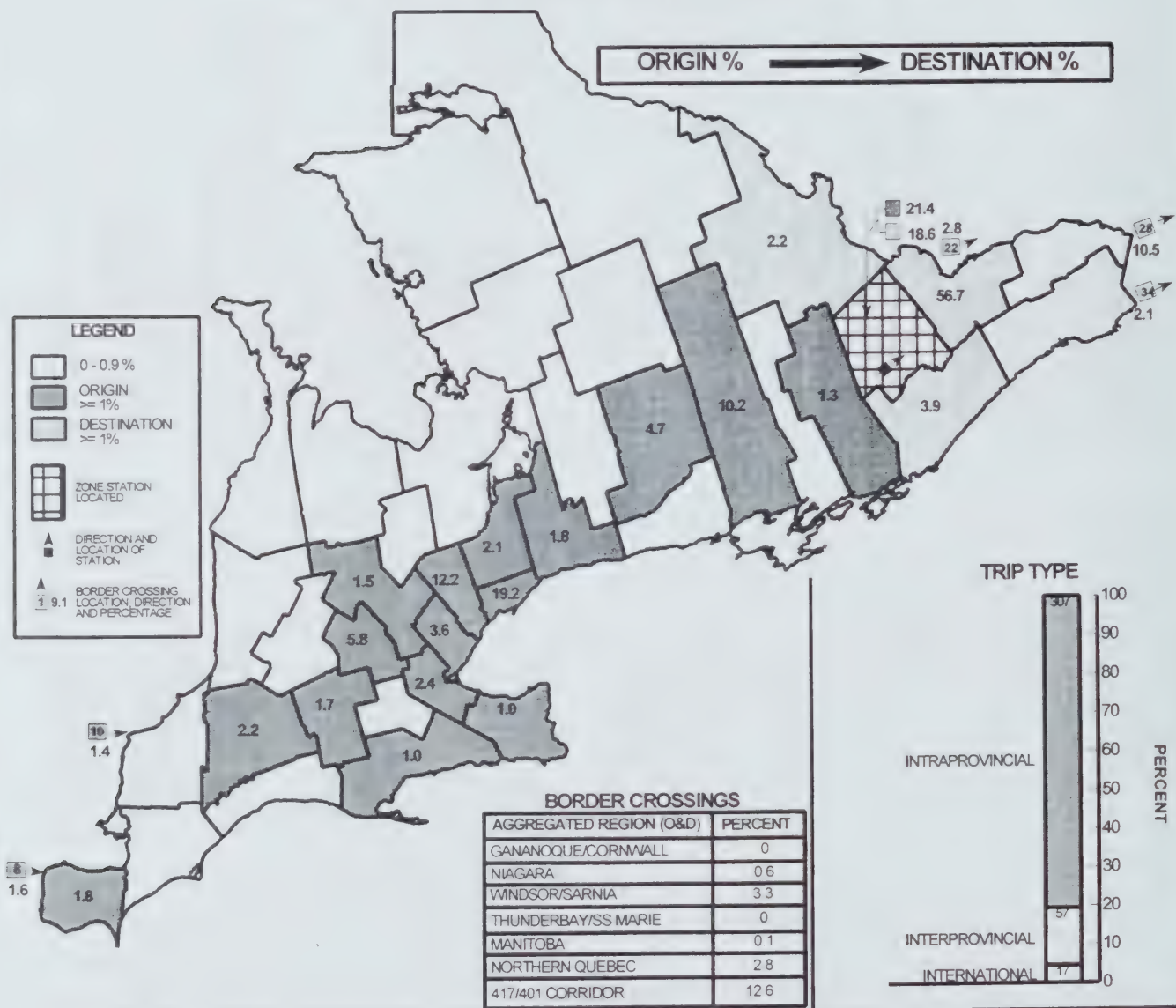


# GLEN TAY 422

HWY. 7, STATION #: 122

DIRECTION: EAST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



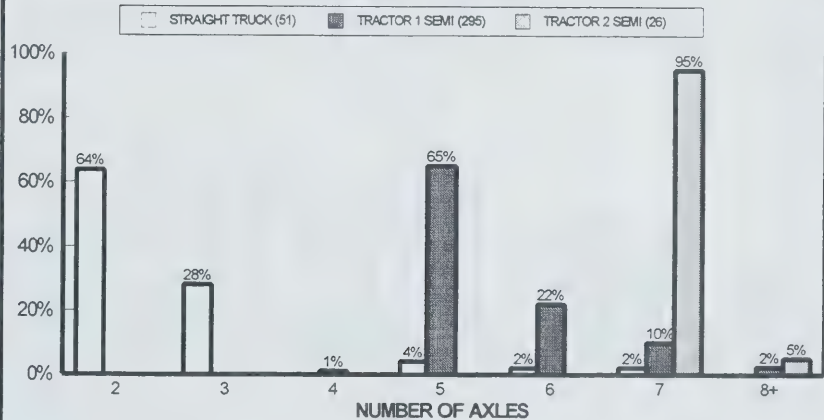
# GLEN TAY 422

HWY. 7, STATION #: 122  
DIRECTION: EAST BOUND

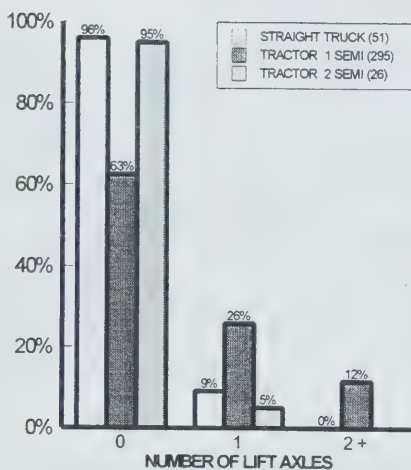
## MANUAL SLACK ADJUSTERS



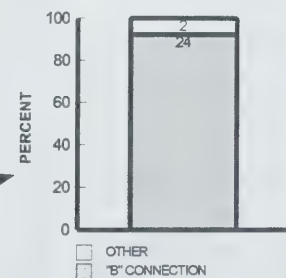
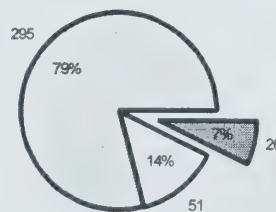
## NUMBER OF AXLES



## LIFT AXLES

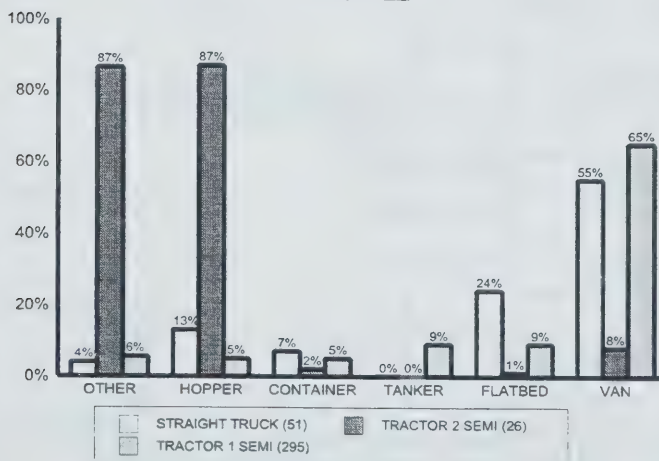


## VEHICLE CONFIGURATION

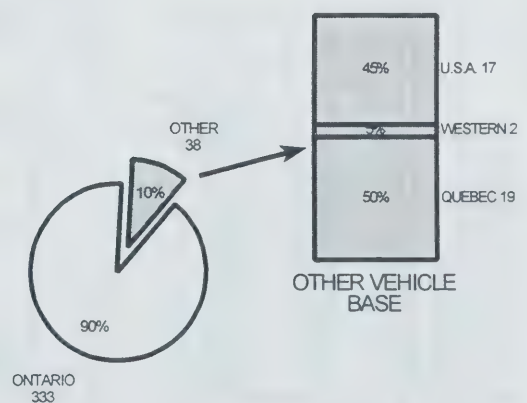


TRACTOR 2 SEMI CONNECTION TYPE

## BODY STYLE



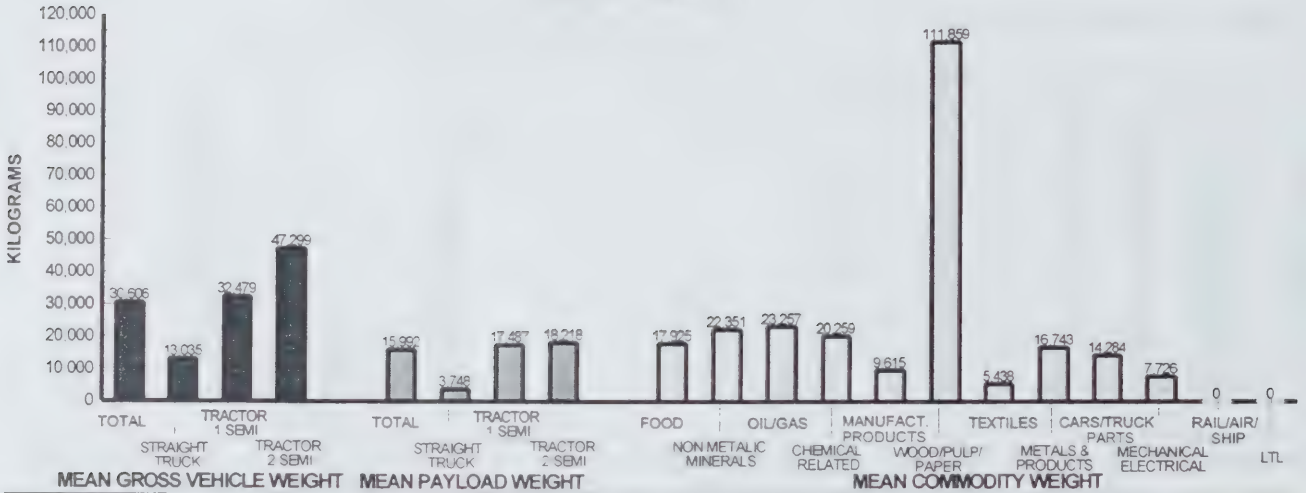
## VEHICLE BASE



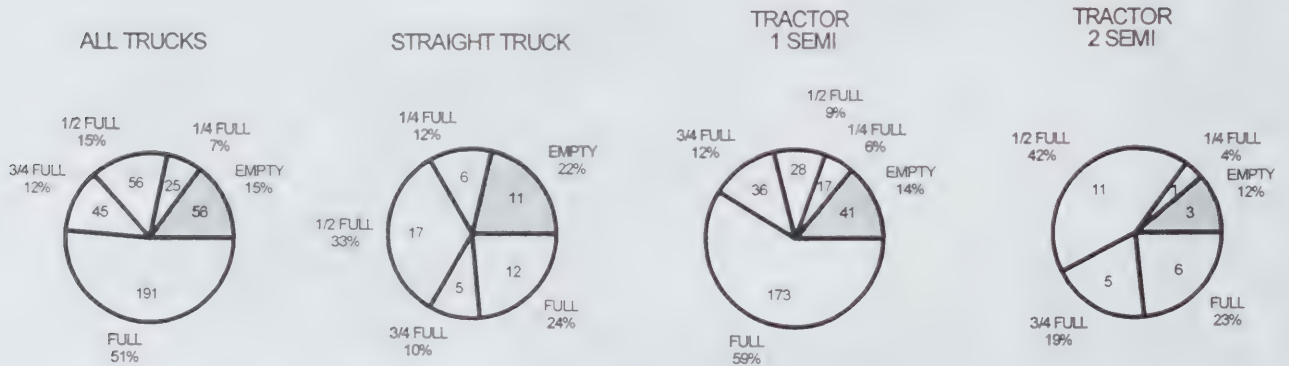
# GLEN TAY 422

HWY. 7, STATION #: 122  
DIRECTION: EAST BOUND

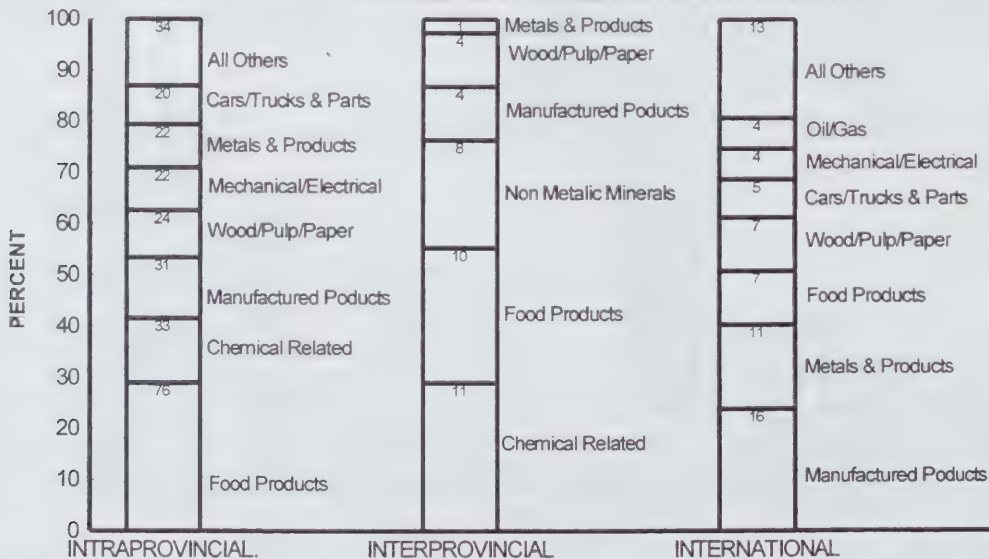
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE

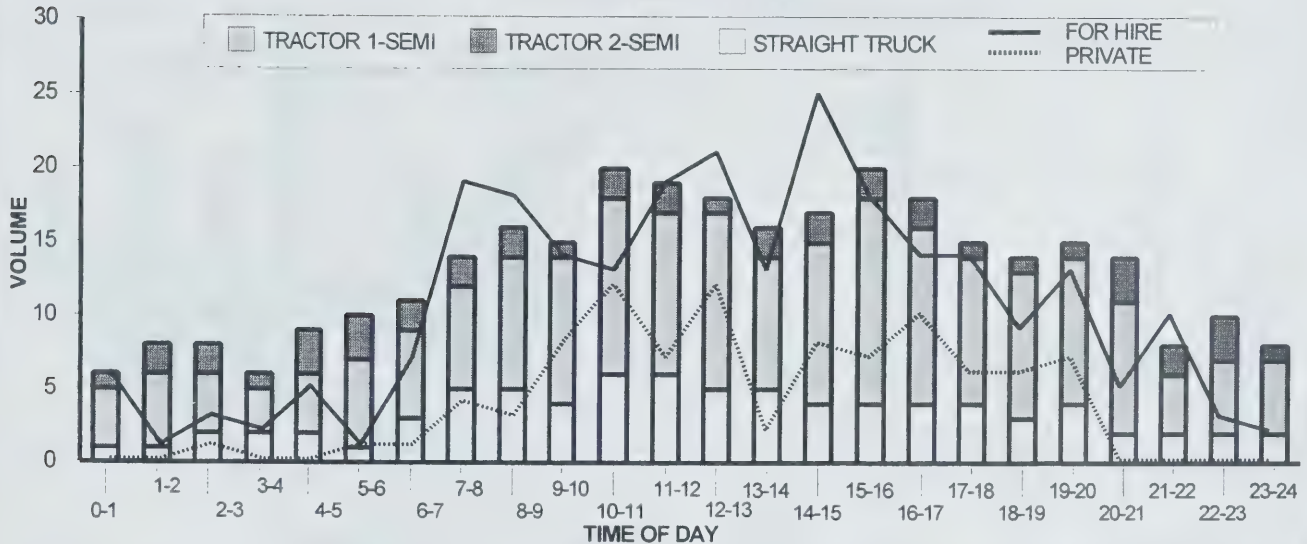




# GLEN TAY 422

HWY. 7 STATION #123  
DIRECTION: WEST BOUND  
LOCATION: AT GLEN TAY

## TRUCK VOLUMES BY HOUR

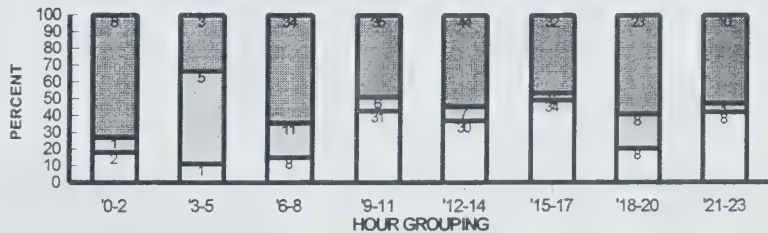


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	7	8	8	6	7	9	11	14	17	17	21	19	20	18	18	21	19	16	15	17	14	9	9	9	302
ALL VEHICLES	23	21	17	13	13	22	40	79	114	145	172	168	164	153	177	197	200	187	151	121	98	61	43	40	2245
% COMMERCIAL	30.4	38.1	47.1	46.2	53.8	40.9	27.5	17.7	14.9	11.7	12.2	11.3	12.2	11.8	10.2	10.7	9.5	8.6	9.9	14.0	14.3	14.8	20.9	22.5	14.7

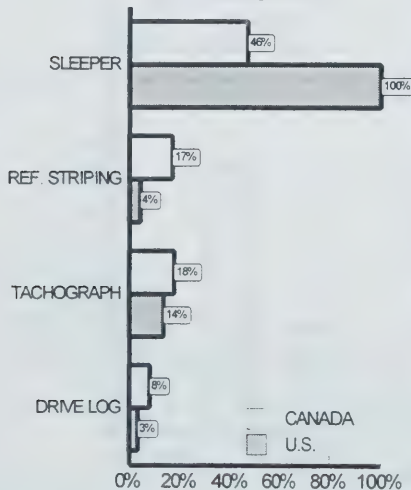
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Sept. 12	11	22	40.0%
Sept. 13	11	25	45.4%
Sept. 14	13	25	35.7%
Sept. 15	11	21	50.0%
TOTALS	46	93	41.9%

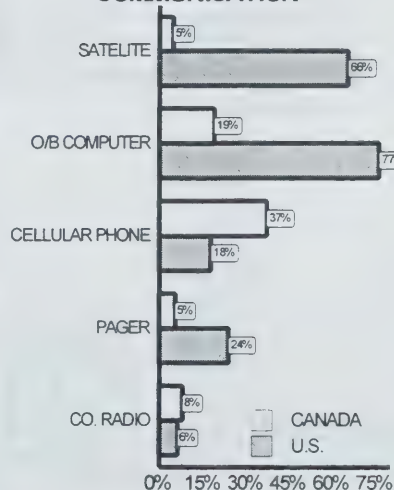
## LEVEL OF UTILIZATION BY HOUR GROUPING



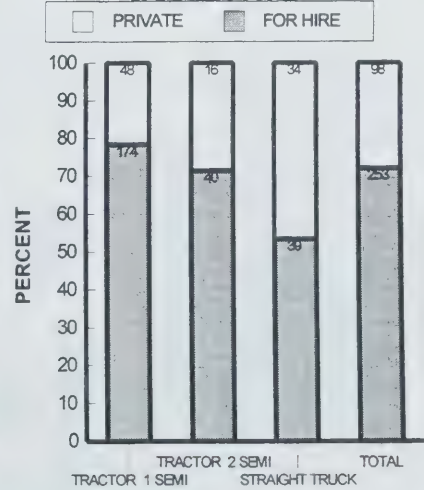
## FEATURES



## COMMUNICATION



## CARRIER TYPE

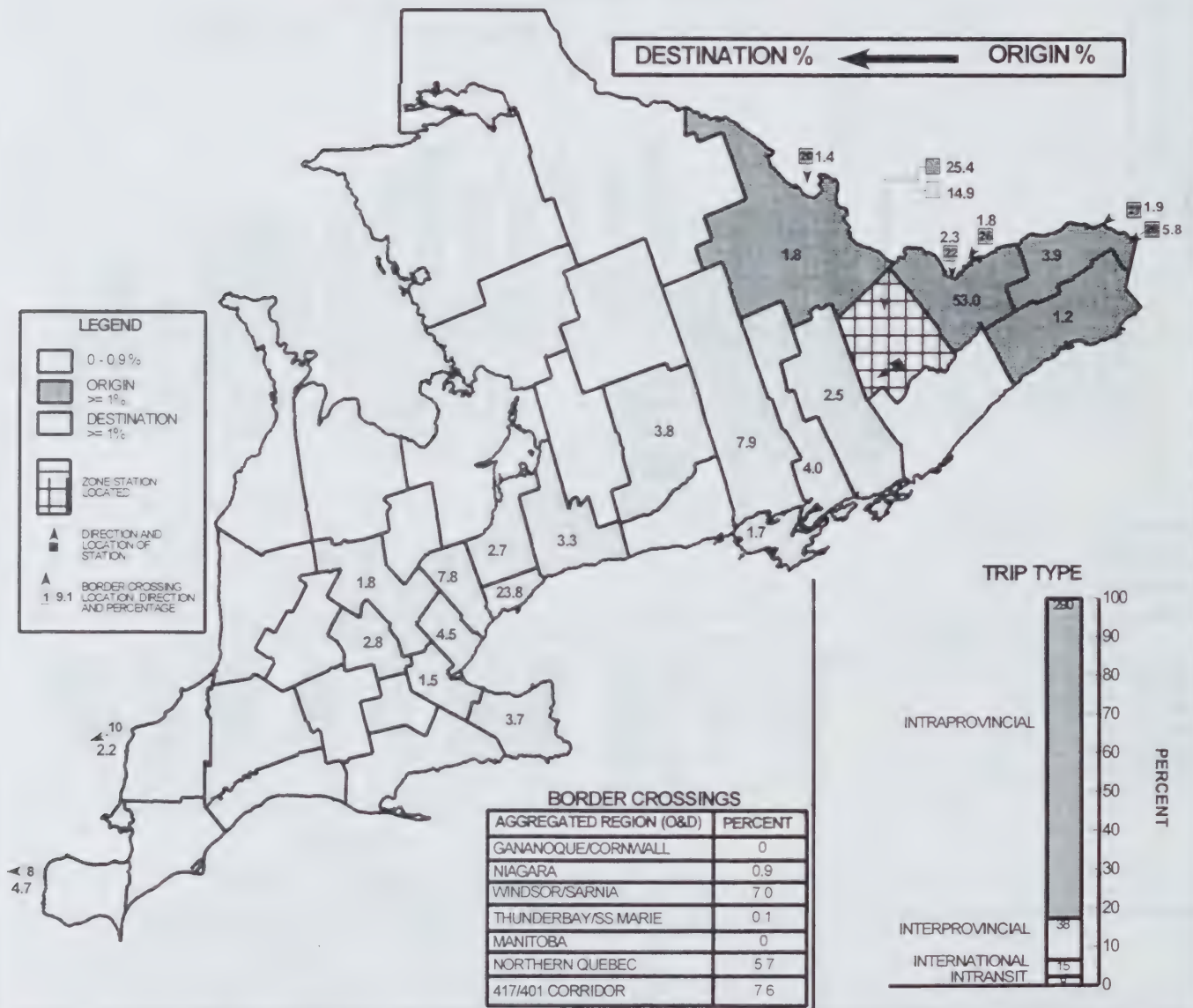


Values represent frequency or mean, unless identified as percent

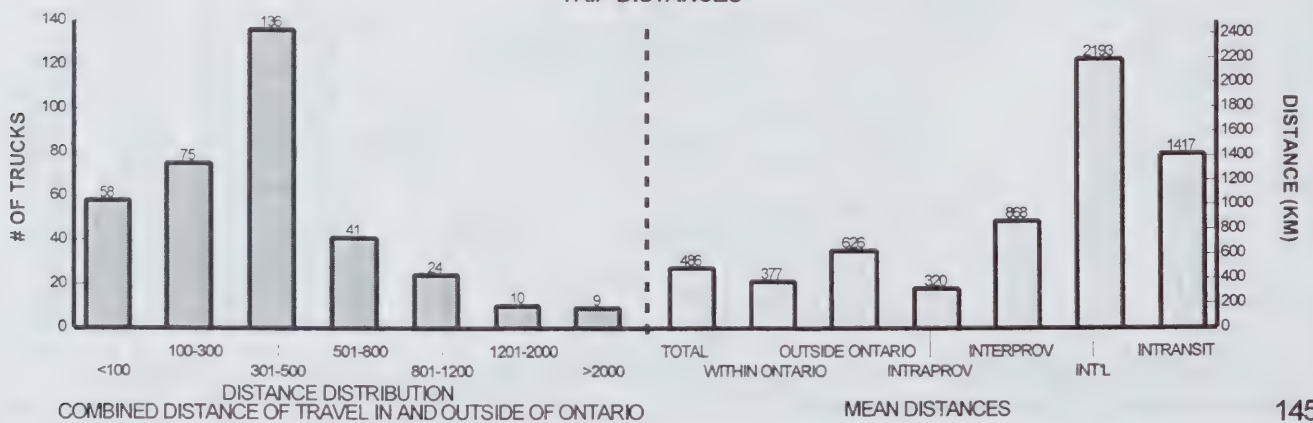
# GLEN TAY 422

HWY. 7 STATION #:123  
DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



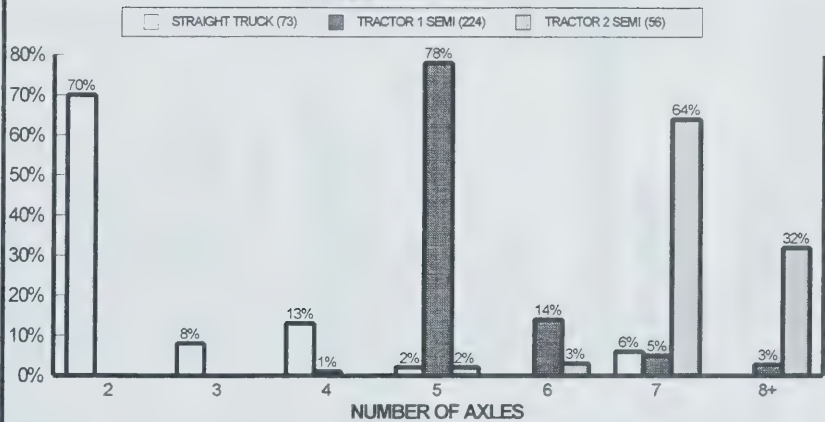
# GLEN TAY 422

HWY. 7 STATION #:123  
DIRECTION: WEST BOUND

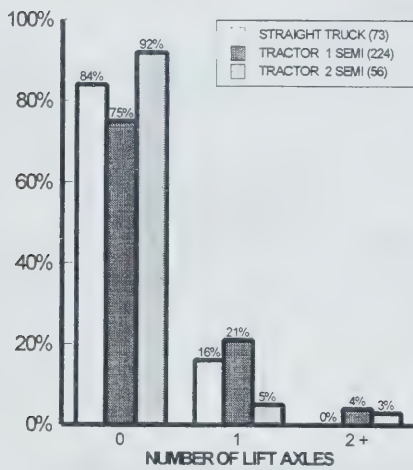
## MANUAL SLACK ADJUSTERS



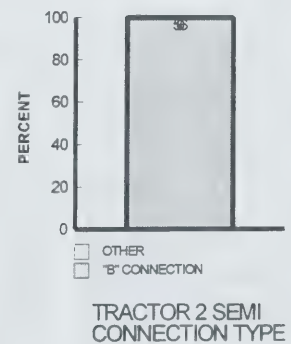
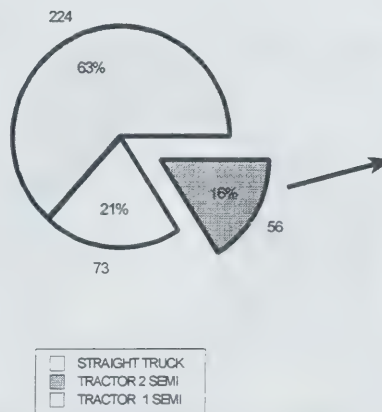
## NUMBER OF AXLES



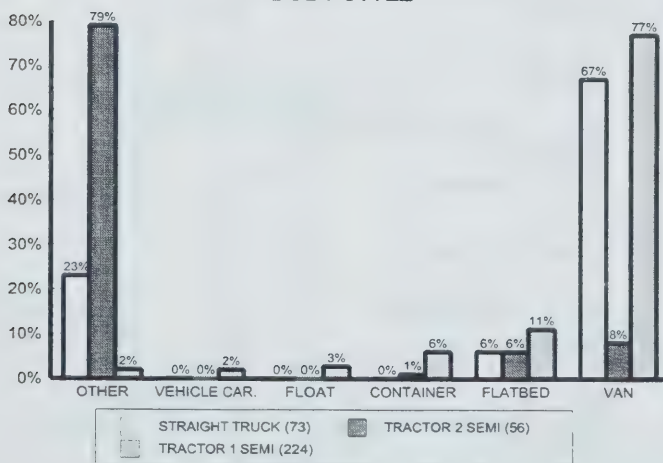
## LIFT AXLES



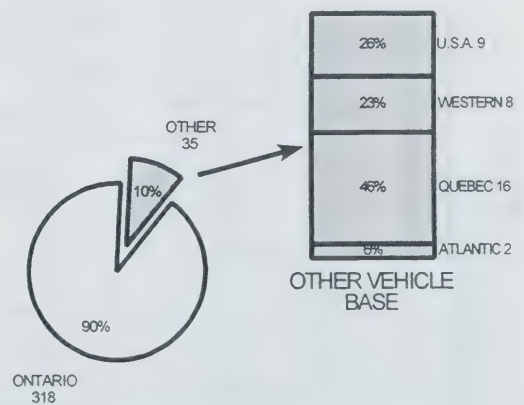
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

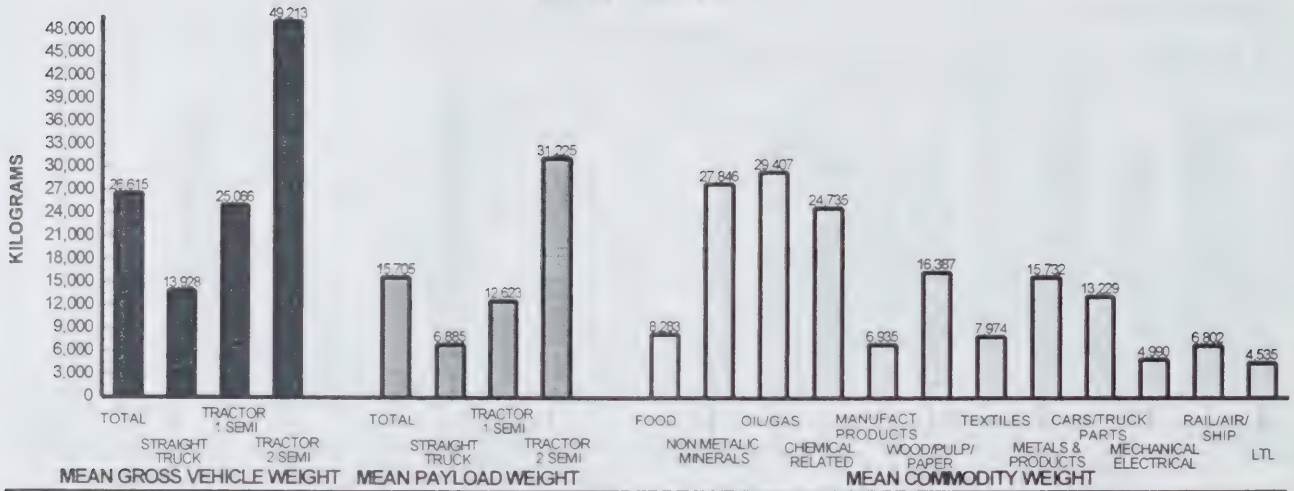




# GLEN TAY 422

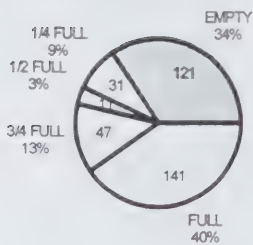
HWY. 7 STATION #:123  
DIRECTION: WEST BOUND

## MEAN WEIGHTS

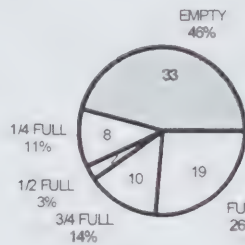


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

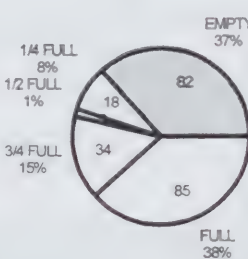
ALL TRUCKS



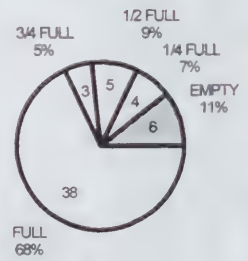
STRAIGHT TRUCK



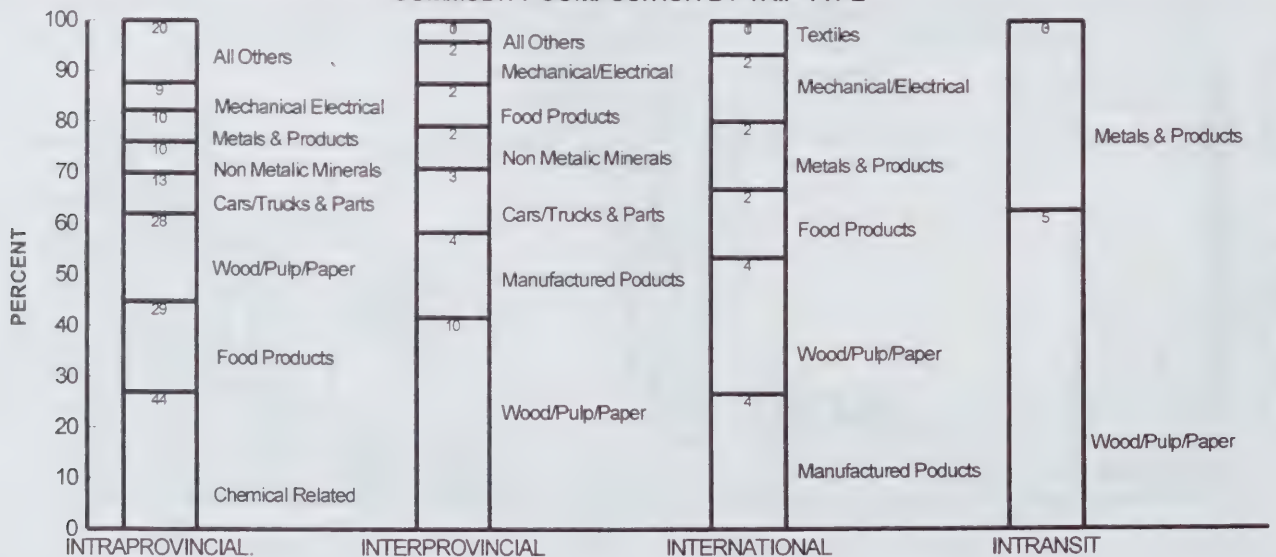
TRACTOR 1 SEMI



TRACTOR 2 SEMI

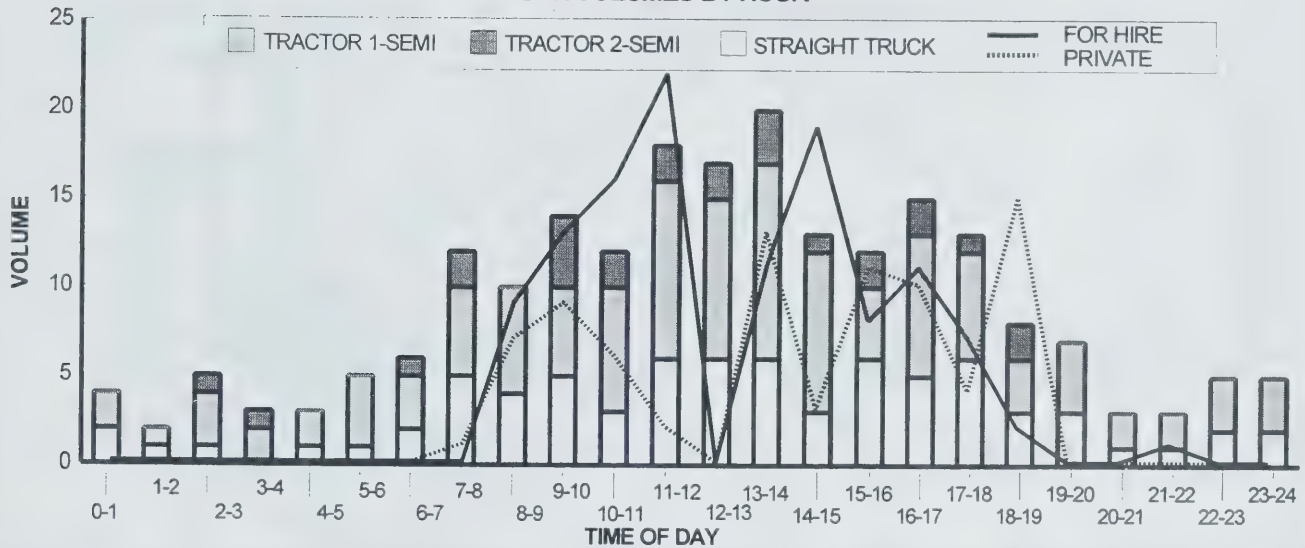


## COMMODITY COMPOSITION BY TRIP TYPE



# MORTON R12

HWY. 15, STATION #141  
DIRECTION: SOUTH BOUND  
LOCATION: NORTH OF HWY 32  
TRUCK VOLUMES BY HOUR

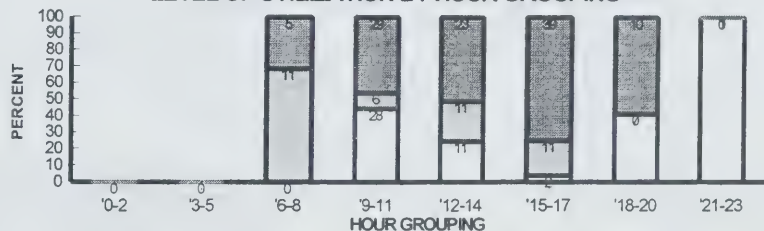


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	4	2	5	3	3	5	6	12	10	14	12	18	17	20	13	12	15	13	8	7	3	3	5	5	210
ALL VEHICLES	16	14	13	9	9	42	95	164	138	157	165	192	159	183	195	164	192	172	129	132	113	68	51	26	2302
% COMMERCIAL	25.0	14.3	38.5	33.3	33.3	11.9	6.3	7.3	7.2	8.9	7.3	9.4	10.7	10.9	6.7	7.3	7.8	7.6	6.2	5.3	2.7	4.4	9.8	19.2	9.1

## SURVEYING SUMMARY

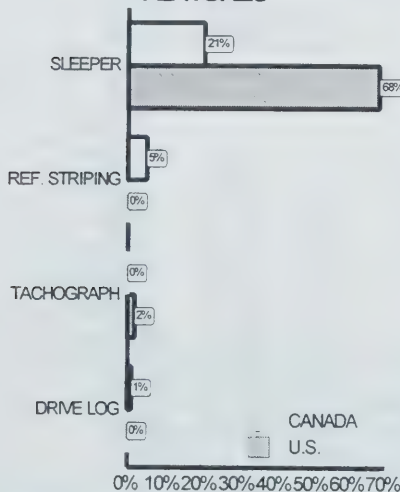
	# HOURS	# SURVEYS	% SAMPLED
Sept. 18	10	37	29.1%
Sept. 19	9	38	55.9%
TOTALS	19	75	38.5%

## LEVEL OF UTILIZATION BY HOUR GROUPING

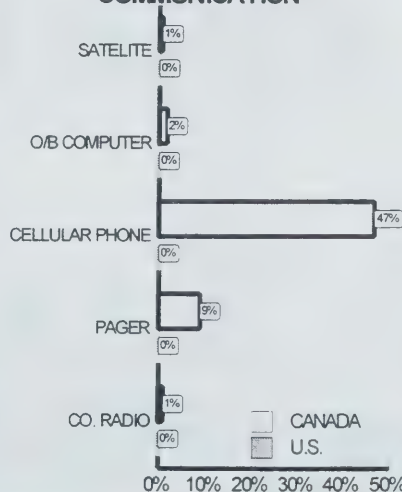


3/4 FULL-FULL 1/4-1/2 FULL EMPTY

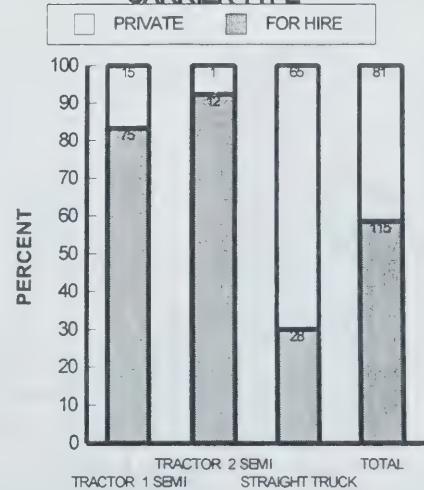
## FEATURES



## COMMUNICATION



## CARRIER TYPE

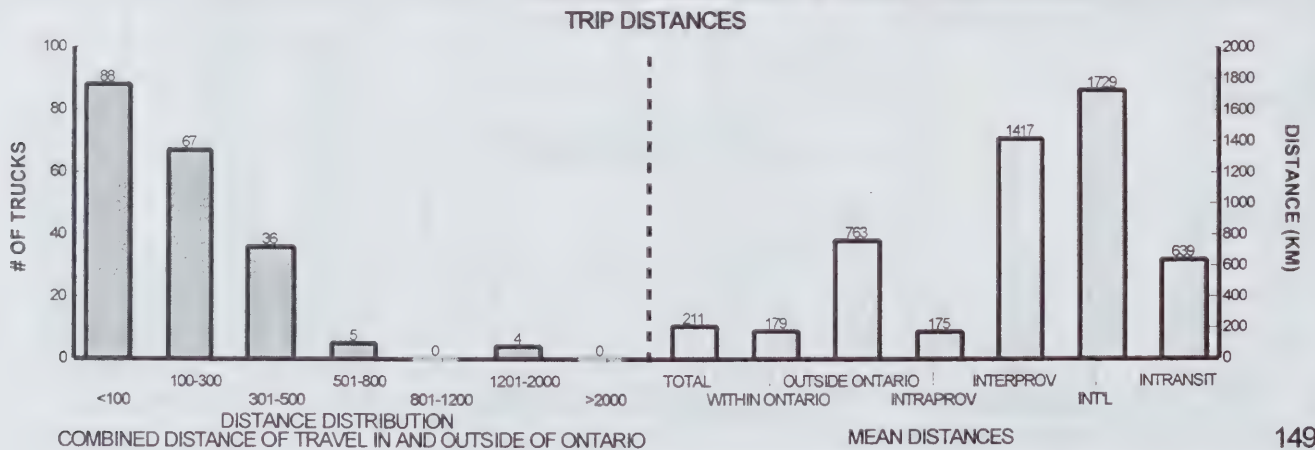
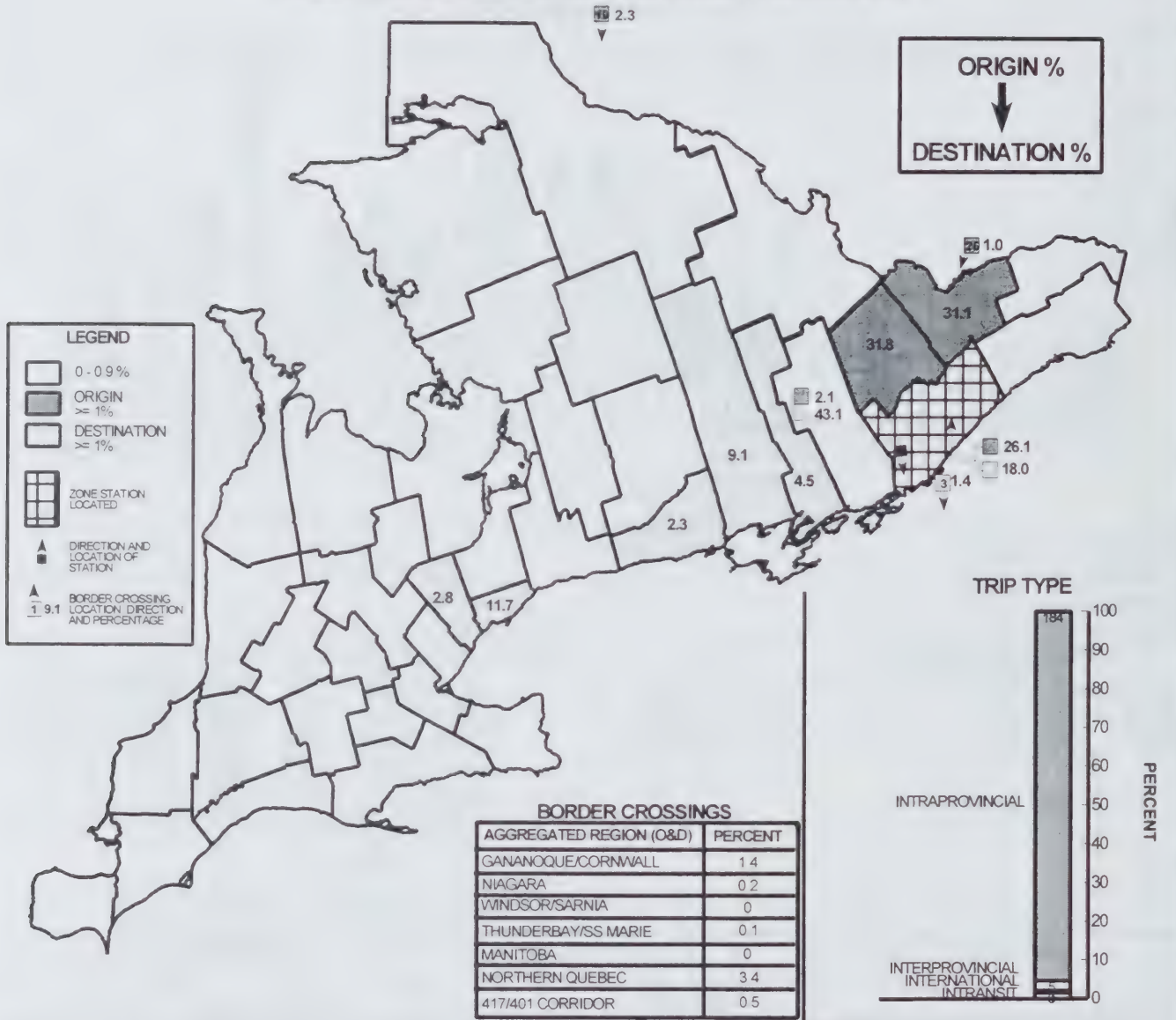


Values represent frequency or mean, unless identified as percent

# MORTON R12

HWY. 15, STATION #141  
DIRECTION: SOUTH BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)





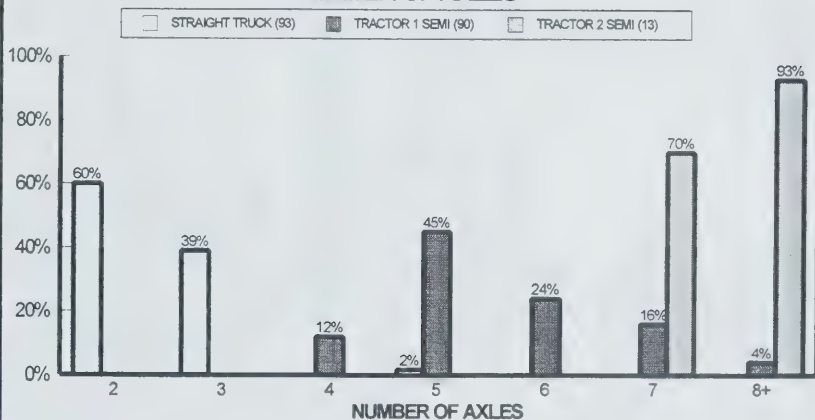
# MORTON R12

HWY. 15, STATION #: 141  
DIRECTION: SOUTH BOUND

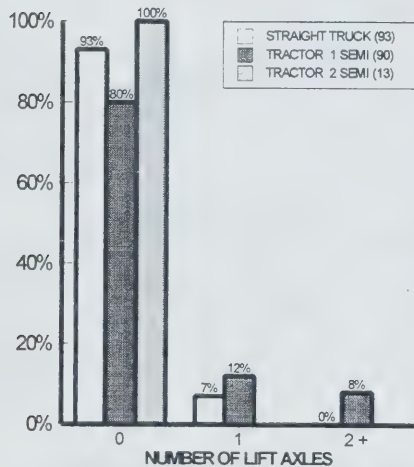
## MANUAL SLACK ADJUSTERS



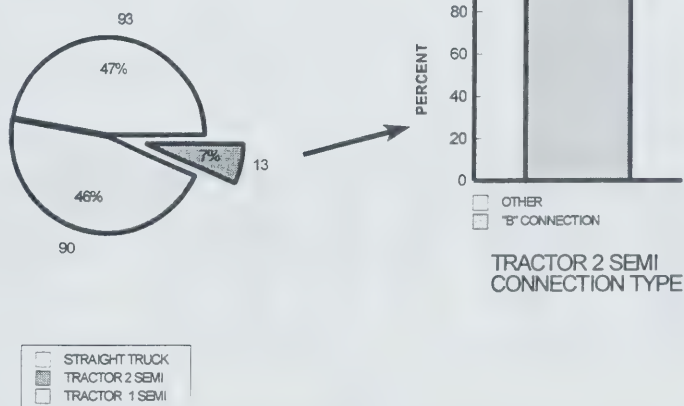
## NUMBER OF AXLES



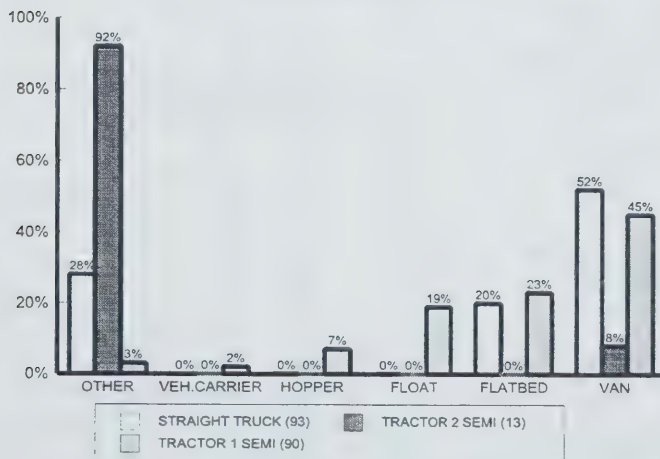
## LIFT AXLES



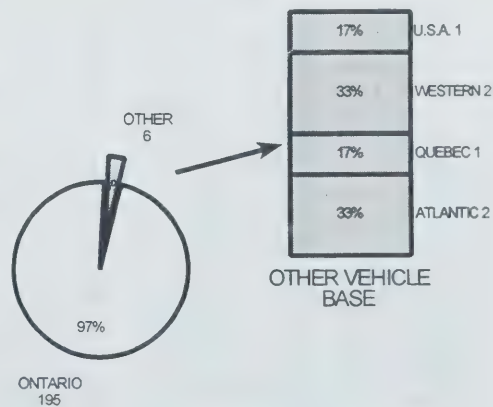
## VEHICLE CONFIGURATION



## BODY STYLE



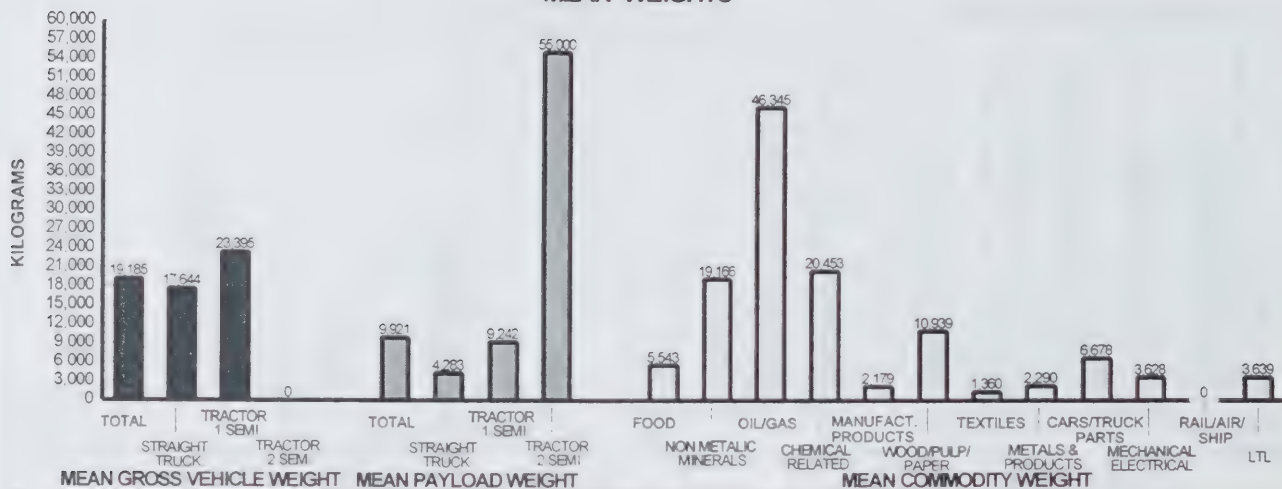
## VEHICLE BASE



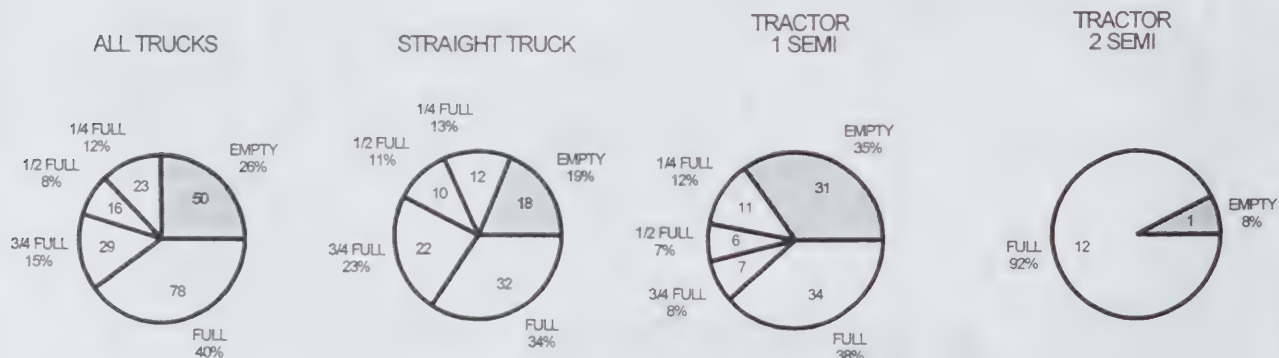
# MORTON R12

HWY.15, STATION #141  
DIRECTION: SOUTH BOUND

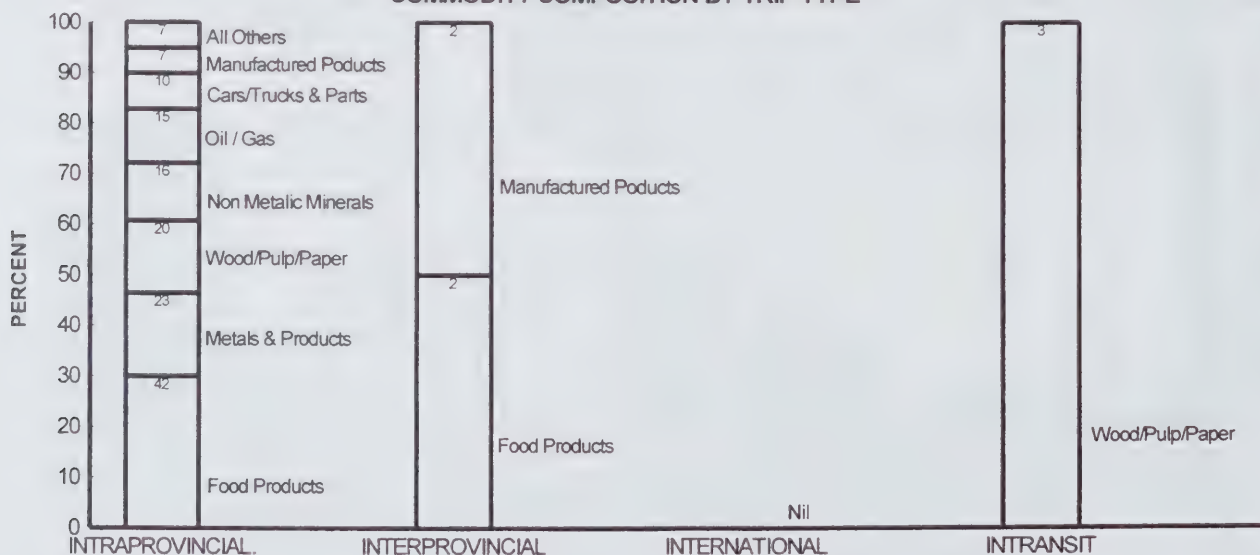
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



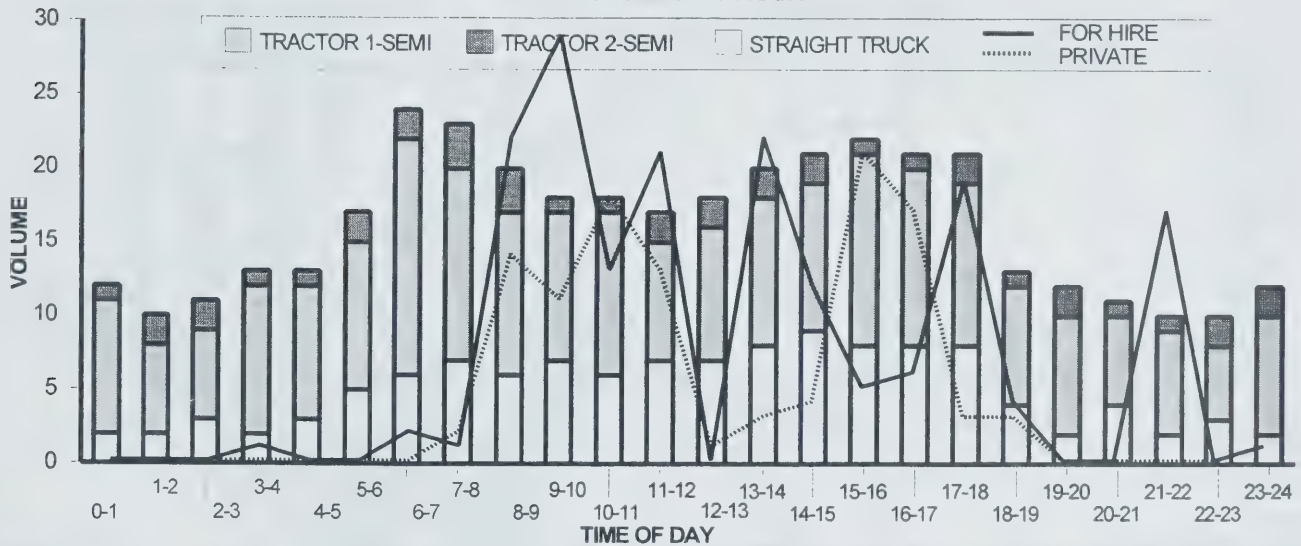
## COMMODITY COMPOSITION BY TRIP TYPE



# KEMPTVILLE R16

HWY. 16, STATION #: 135  
DIRECTION: NORTH BOUND  
LOCATION: 4 KM N. OF KEMPTVILLE

## TRUCK VOLUMES BY HOUR

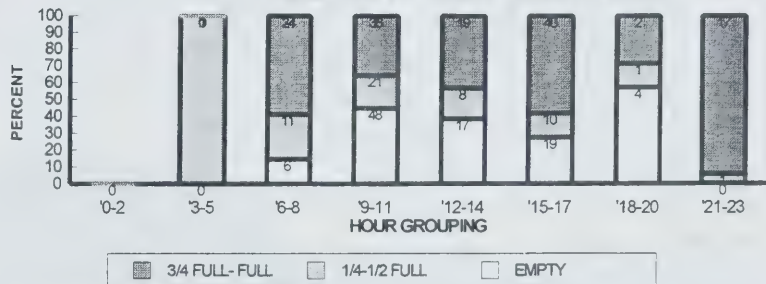


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	12	10	11	13	13	17	24	23	20	18	18	17	18	20	21	22	21	21	13	12	11	10	10	12	387
ALL VEHICLES	63	38	27	27	48	133	382	297	193	191	202	208	227	261	310	365	374	347	266	228	222	178	129	95	4631
% COMMERCIAL	19.0	26.3	40.7	48.1	27.1	12.8	6.3	7.7	10.4	9.4	8.9	8.2	7.9	7.7	6.8	6.0	5.6	6.1	4.9	5.3	5.0	5.6	7.8	12.6	8.4

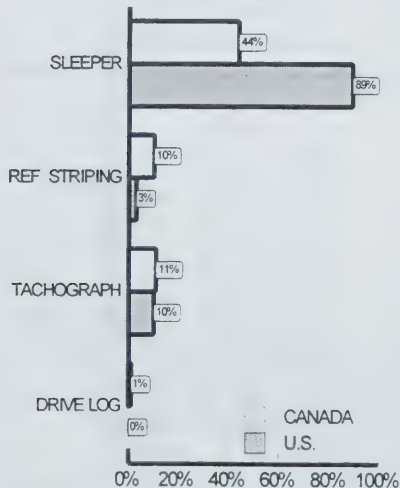
### SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Sept. 12	8	26	27.7%
Sept. 13	6	17	31.5%
Sept. 15	9	31	34.4%
Sept. 16	2	6	54.5%
TOTALS	25	80	32.1%

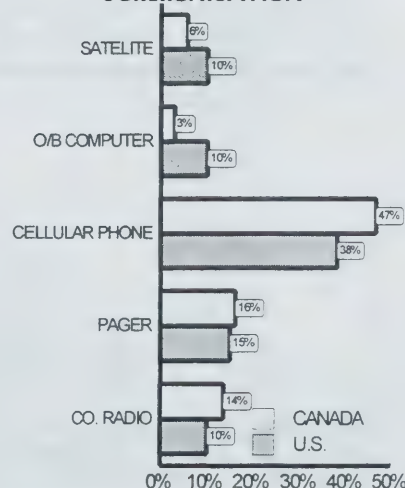
### LEVEL OF UTILIZATION BY HOUR GROUPING



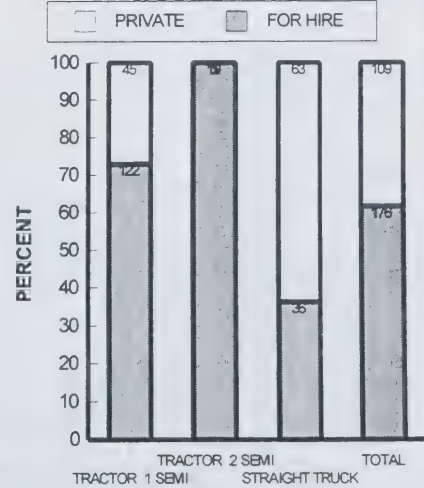
### FEATURES



### COMMUNICATION



### CARRIER TYPE



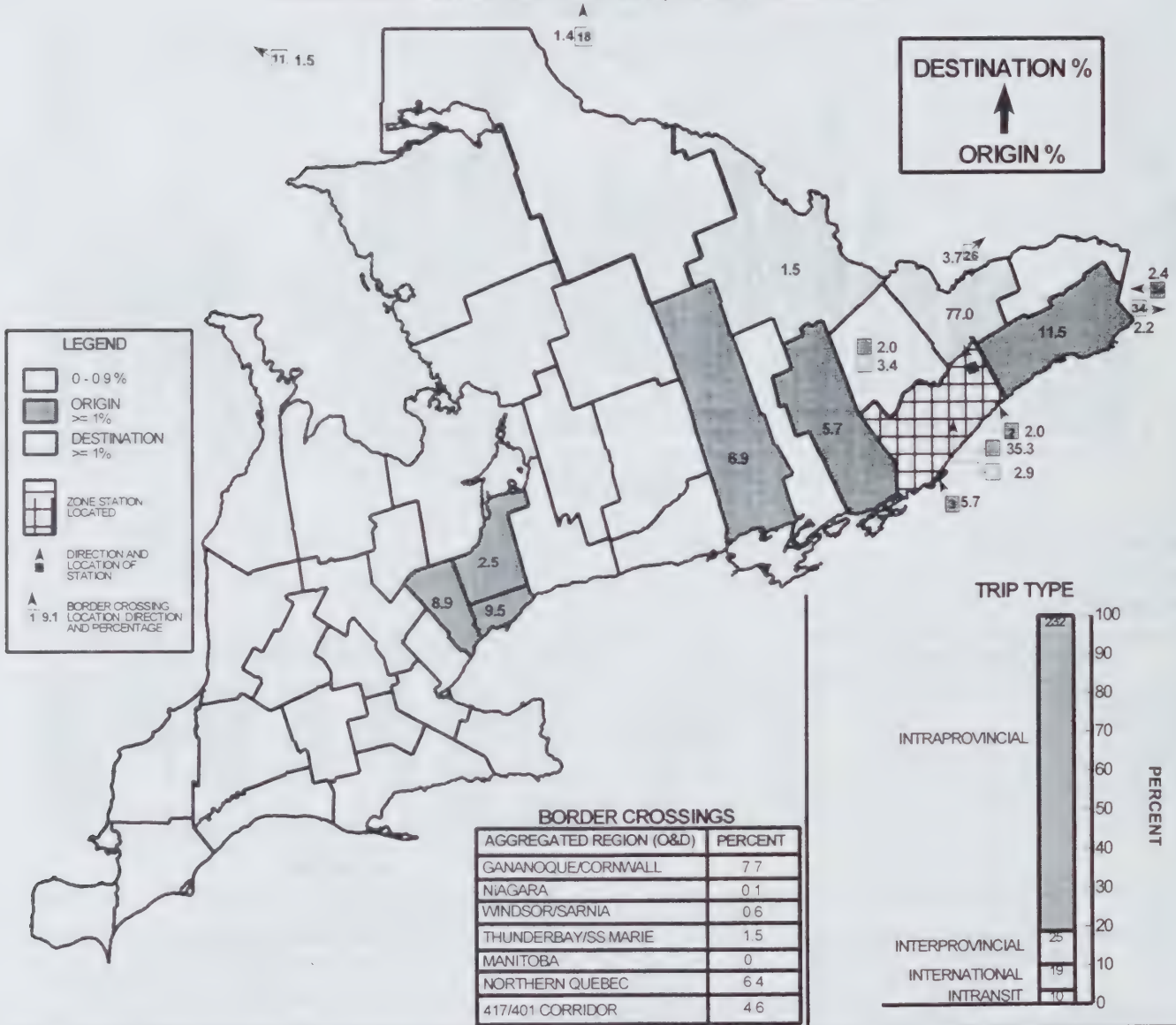
Values represent frequency or mean, unless identified as percent



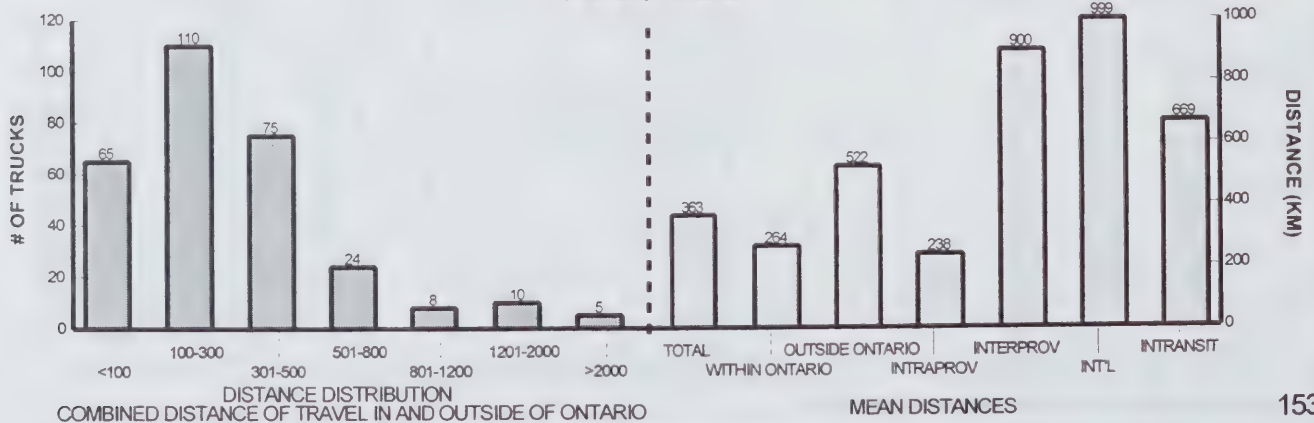
# KEMPTVILLE R16

HWY. 16, STATION #: 135  
DIRECTION: NORTH BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



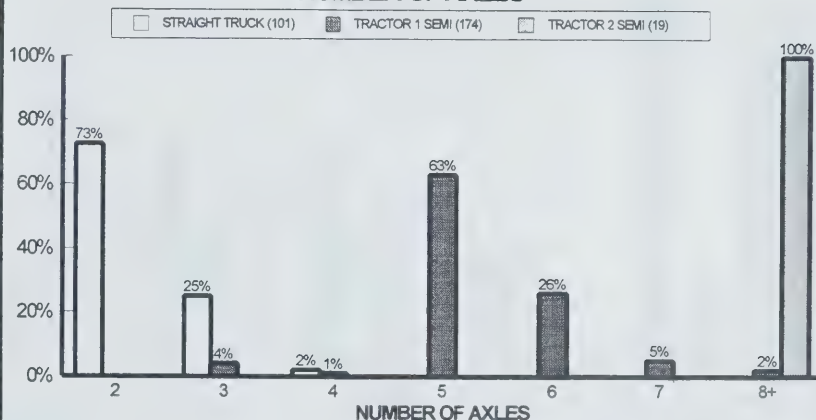
# KEMPTVILLE R16

HWY. 16, STATION #: 135  
DIRECTION: NORTH BOUND

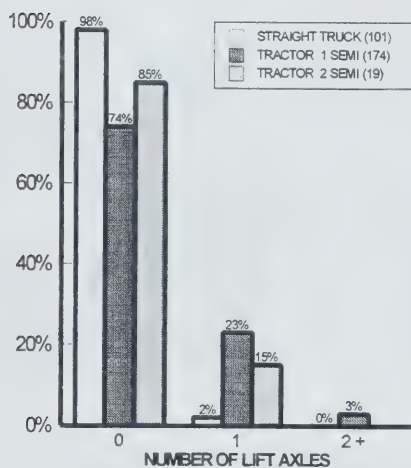
## MANUAL SLACK ADJUSTERS



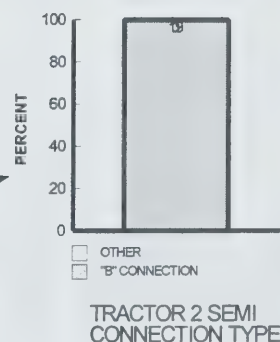
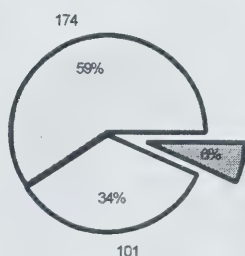
## NUMBER OF AXLES



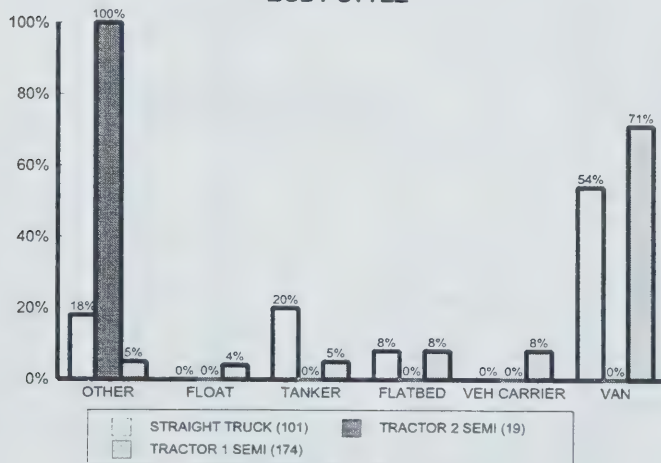
## LIFT AXLES



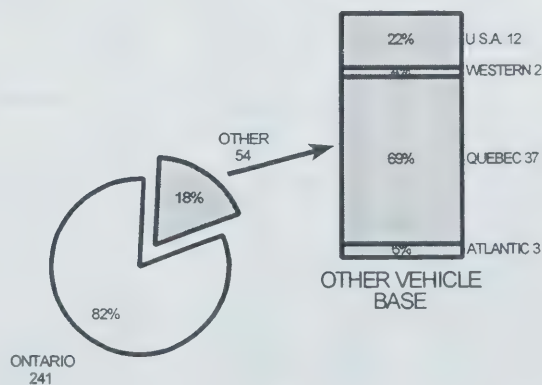
## VEHICLE CONFIGURATION



## BODY STYLE



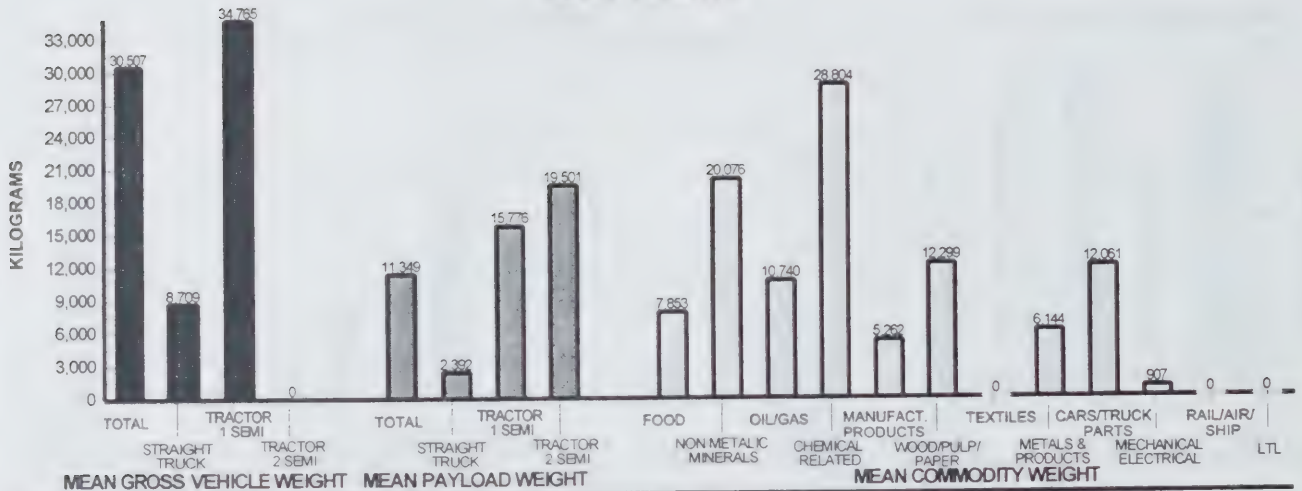
## VEHICLE BASE



# KEMPTVILLE R16

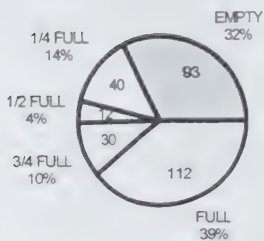
HWY. 16, STATION #: 135  
DIRECTION: NORTH BOUND

## MEAN WEIGHTS

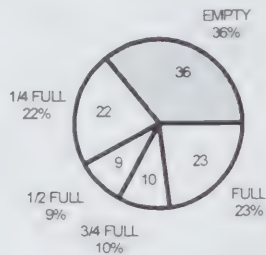


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

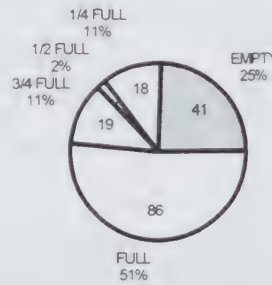
### ALL TRUCKS



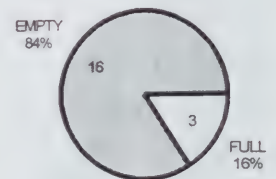
### STRAIGHT TRUCK



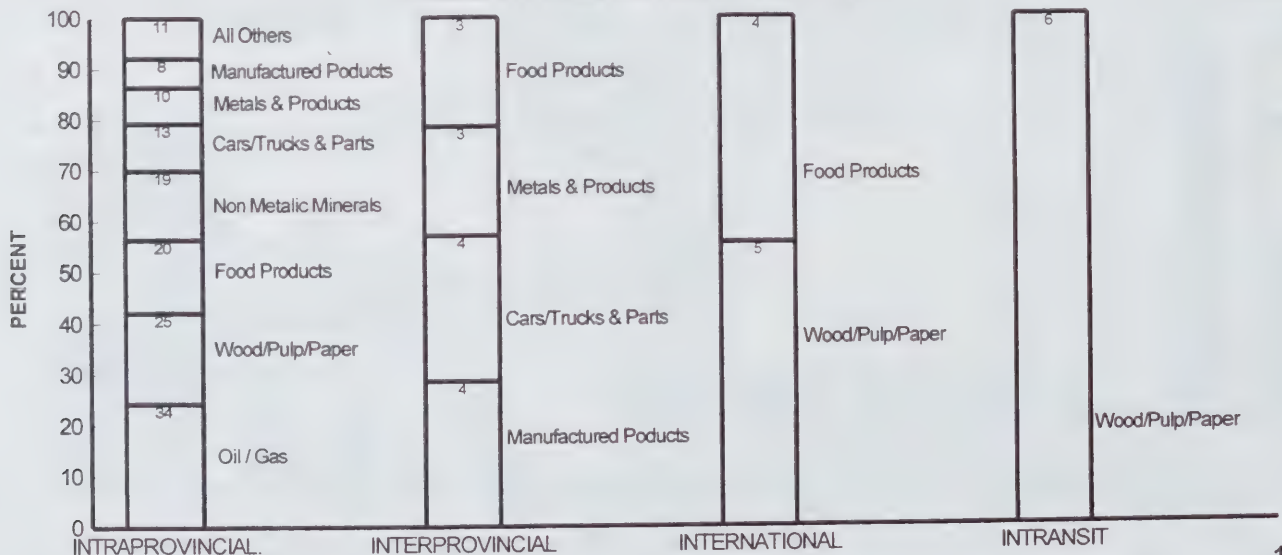
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE

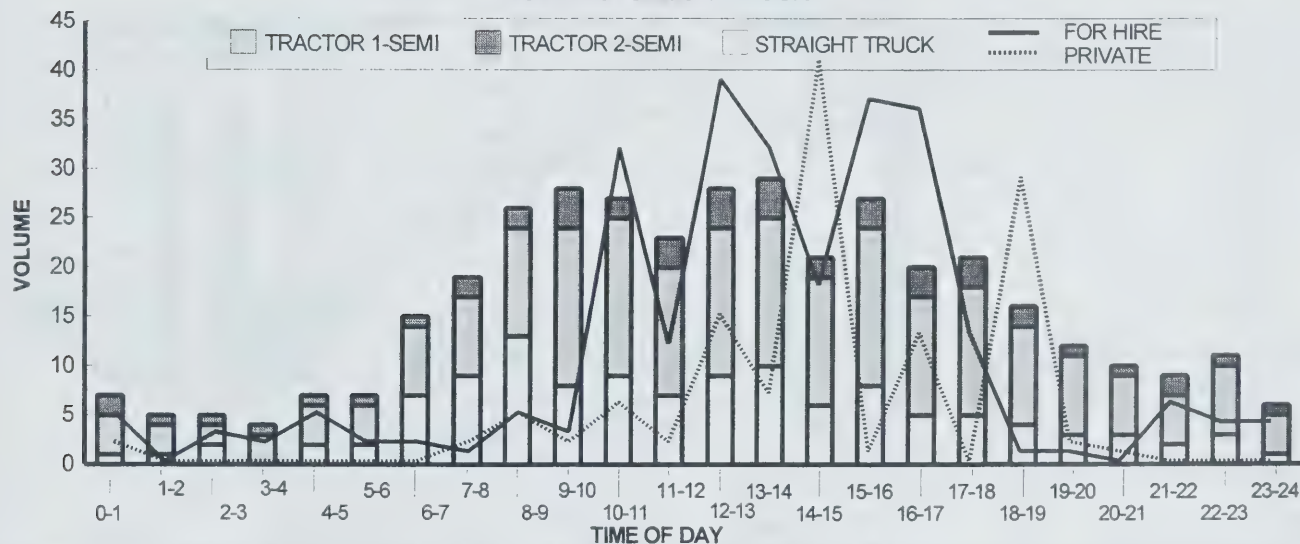




# KEMPTVILLE R16

HWY. 16, STATION #: 136  
DIRECTION: SOUTH BOUND  
LOCATION: 4 KM N. OF KEMPTVILLE

## TRUCK VOLUMES BY HOUR

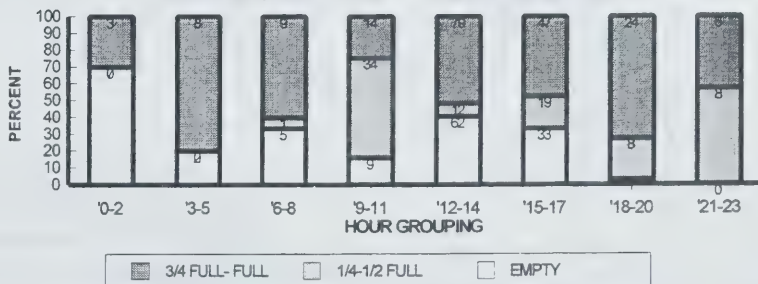


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	7	5	5	4	7	7	15	19	26	28	27	23	28	29	21	27	20	21	16	12	10	9	11	6	383
ALL VEHICLES	36	26	16	16	29	59	144	224	280	314	289	237	251	283	285	326	376	360	249	176	159	123	100	69	4427
% COMMERCIAL	19.4	19.2	31.3	25.0	24.1	11.9	10.4	8.5	9.3	8.9	9.3	9.7	11.2	10.2	7.4	8.3	5.3	5.8	6.4	6.8	6.3	7.3	11.0	8.7	8.6

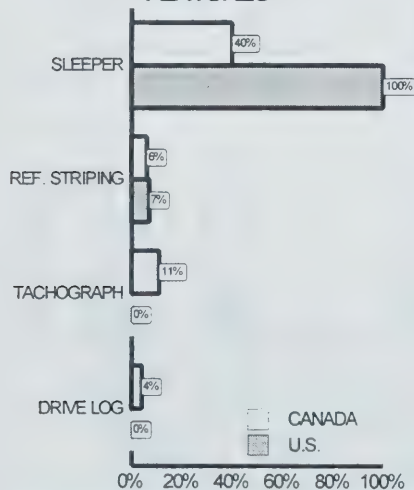
### SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Sept. 12	1	1	4.3%
Sept. 13	7	14	13.5%
Sept. 14	5	26	40.6%
Sept. 16	7	11	22.1%
TOTALS	20	52	21.6%

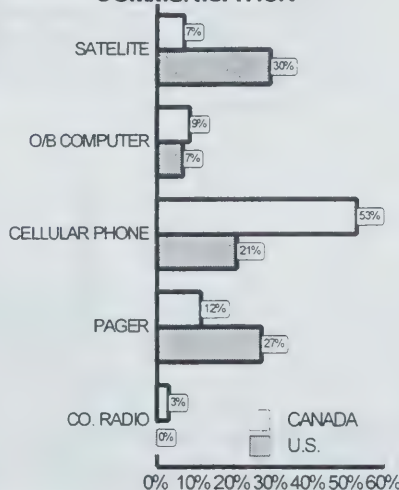
### LEVEL OF UTILIZATION BY HOUR GROUPING



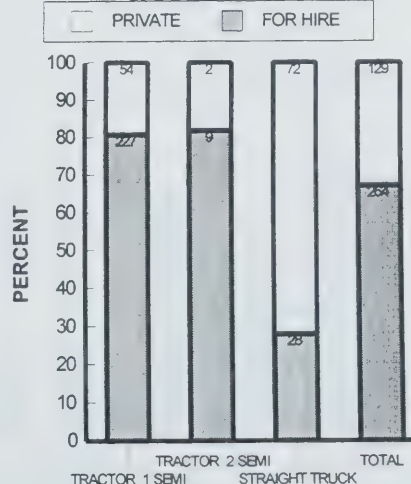
### FEATURES



### COMMUNICATION



### CARRIER TYPE

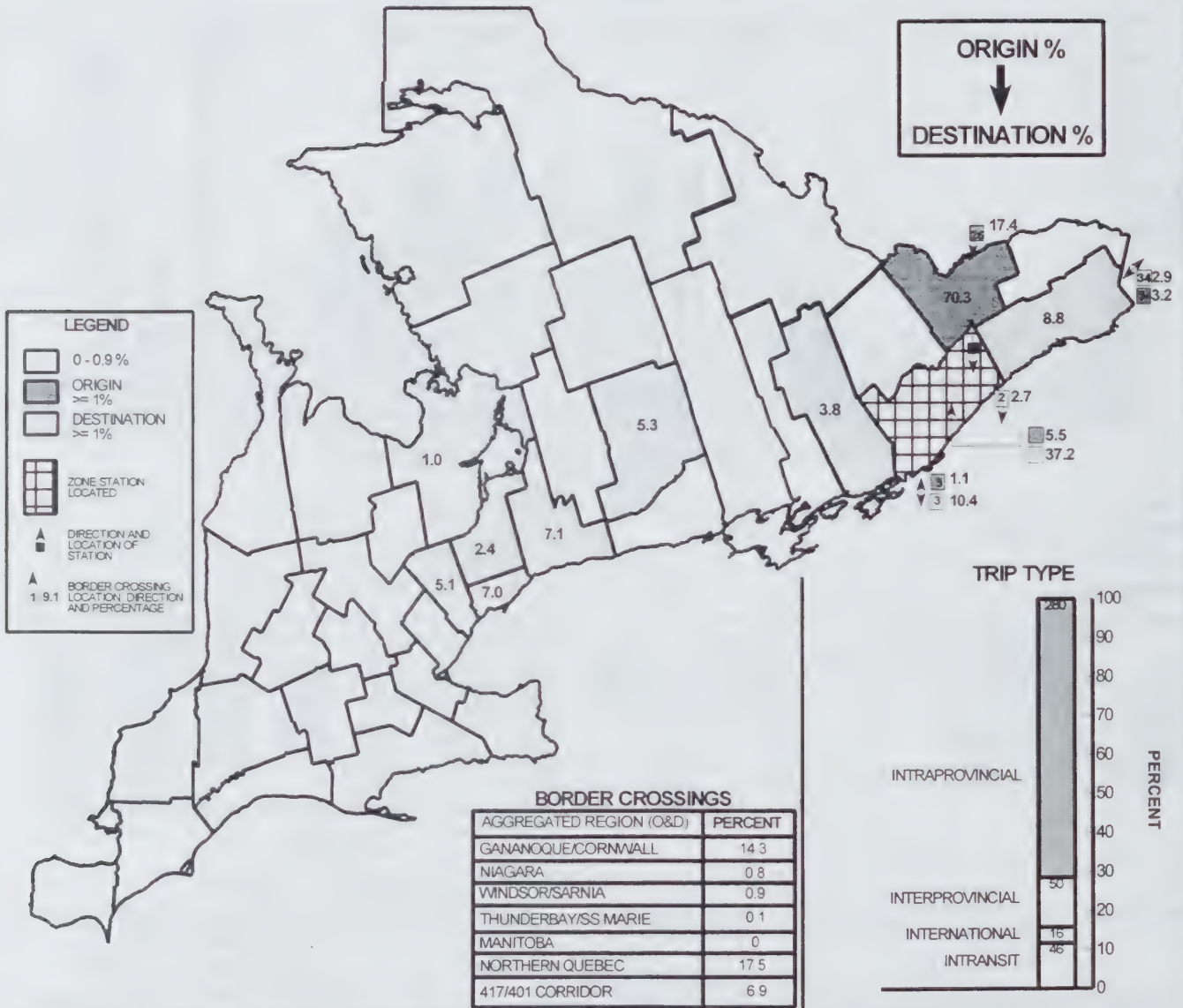


Values represent frequency or mean, unless identified as percent

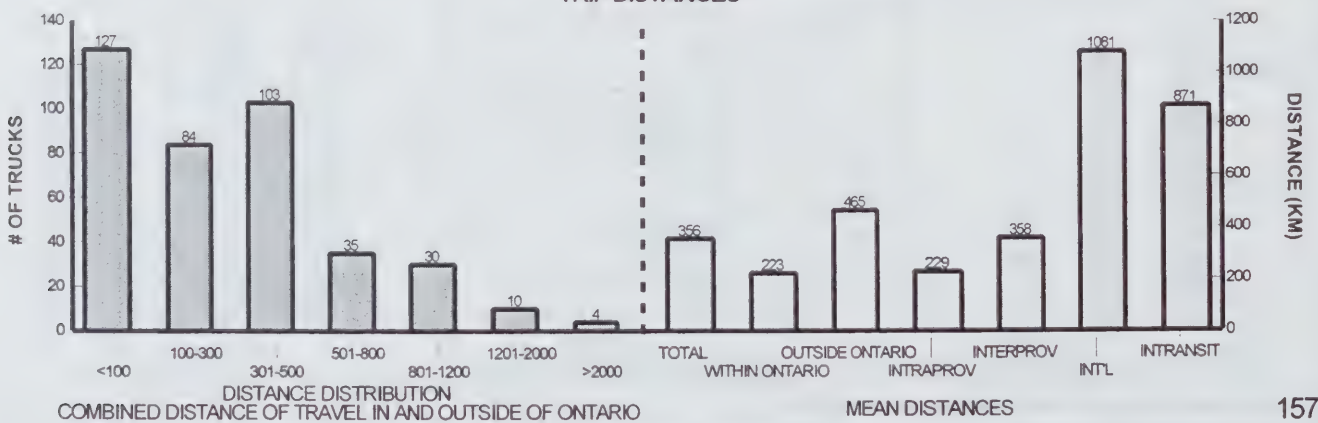
# KEMPTVILLE R16

HWY. 16, STATION #: 136  
DIRECTION: SOUTH BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



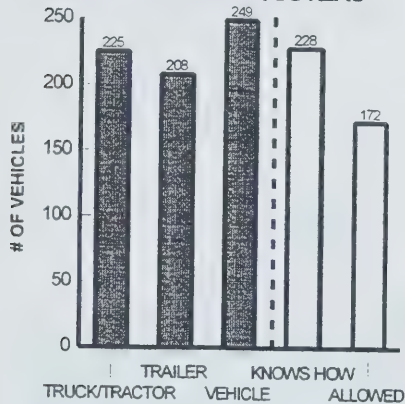
## TRIP DISTANCES



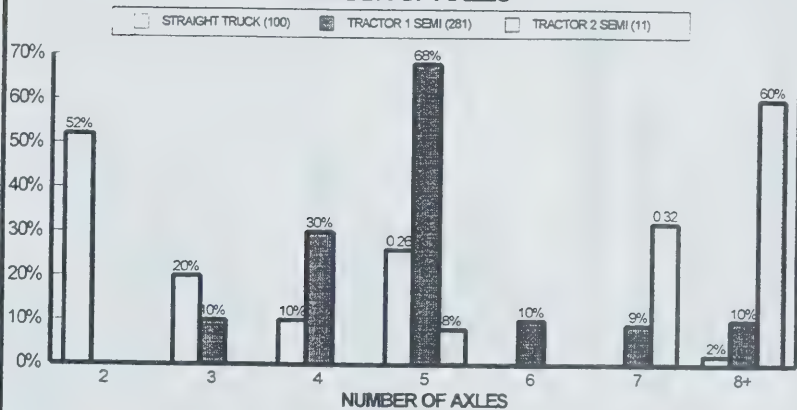
# KEMPTVILLE R16

HWY. 16, STATION #: 136  
DIRECTION: SOUTH BOUND

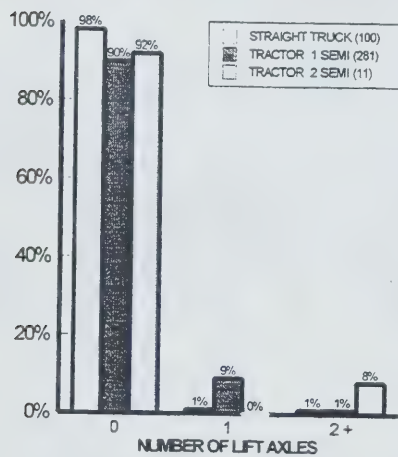
## MANUAL SLACK ADJUSTERS



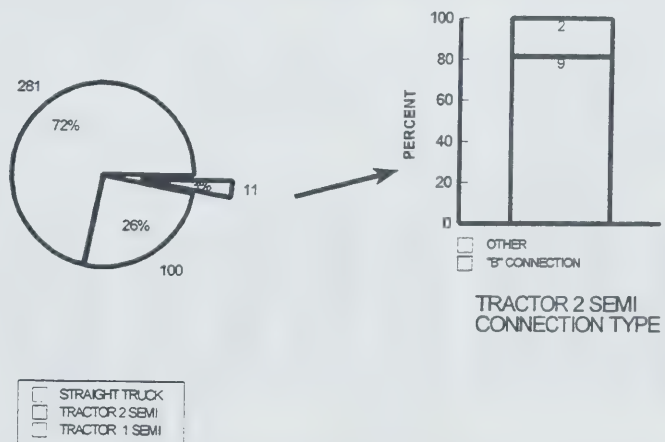
## NUMBER OF AXLES



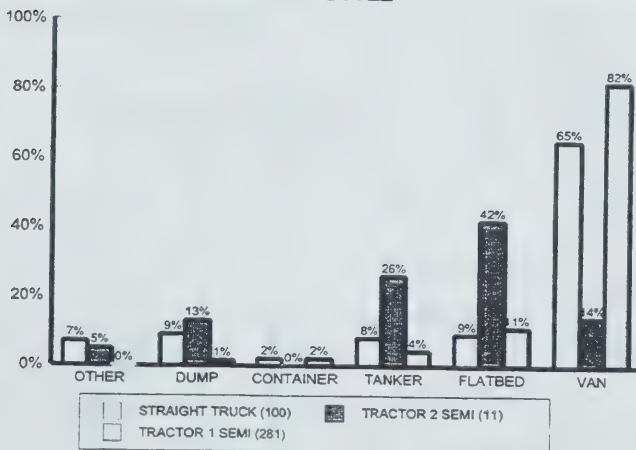
## LIFT AXLES



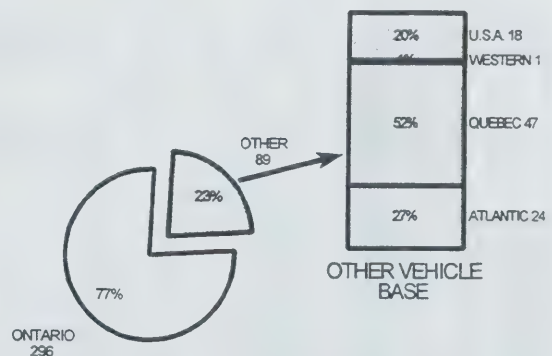
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

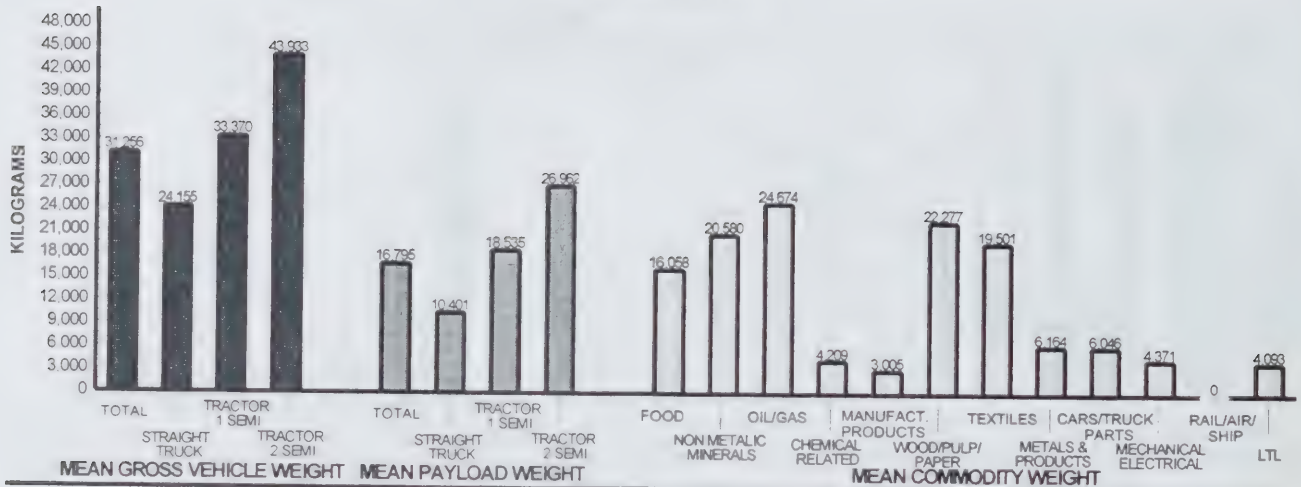




# KEMPTVILLE R16

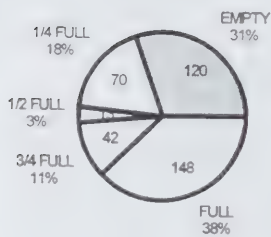
HWY. 16, STATION #: 136  
DIRECTION: SOUTH BOUND

## MEAN WEIGHTS

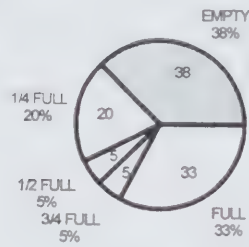


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

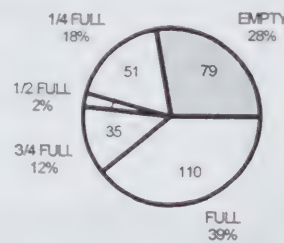
### ALL TRUCKS



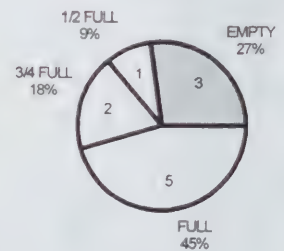
### STRAIGHT TRUCK



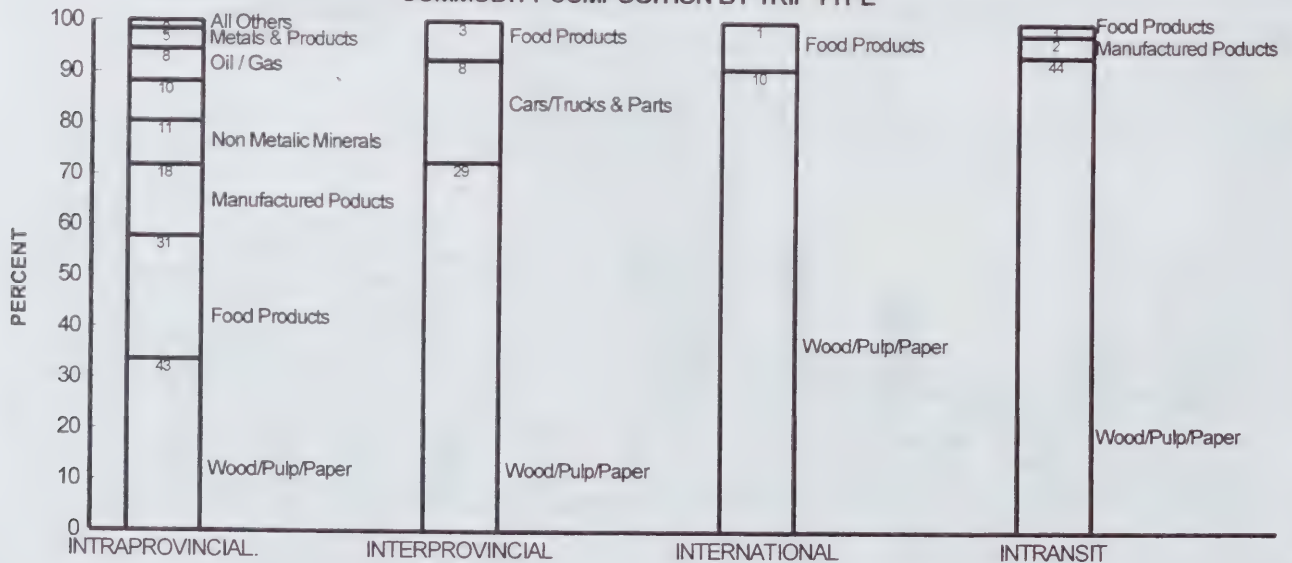
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



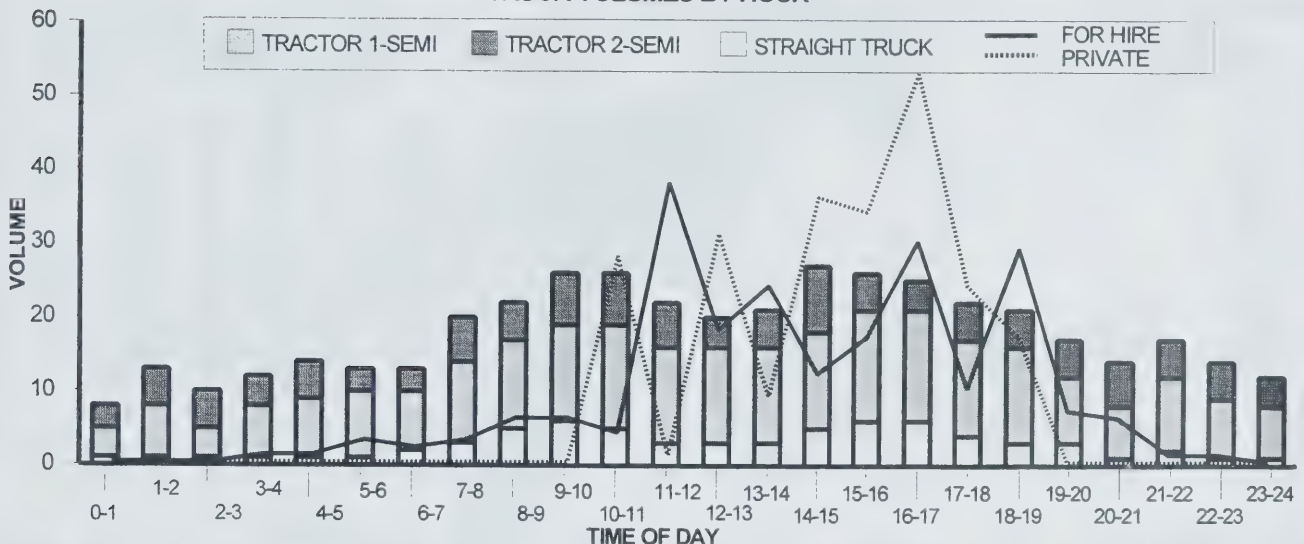
## COMMODITY COMPOSITION BY TRIP TYPE



# HALEY STATION R14

HWY. 17, STATION #: 125  
DIRECTION: EAST BOUND  
LOCATION: AT HALEY STATION

## TRUCK VOLUMES BY HOUR

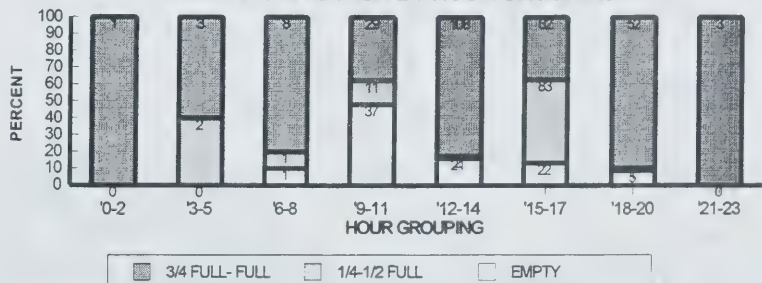


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	8	13	10	12	14	13	13	20	22	26	26	22	20	21	27	26	25	22	21	17	14	17	14	12	435
ALL VEHICLES	27	24	18	20	24	35	87	137	144	161	146	156	155	170	178	186	192	165	150	120	98	79	66	42	2580
% COMMERCIAL	29.6	54.2	55.6	60.0	58.3	37.1	14.9	14.6	15.3	16.1	17.8	14.1	12.9	12.4	15.2	14.0	13.0	13.3	14.0	14.2	14.2	21.5	21.2	28.6	16.9

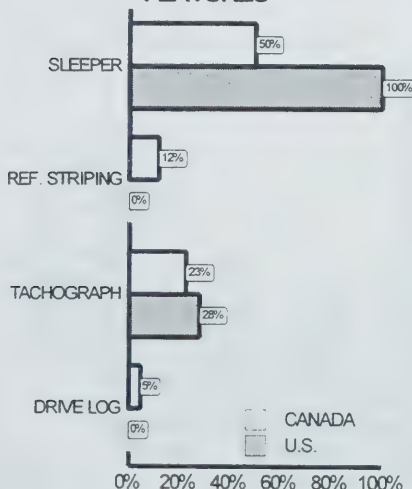
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Sept. 18	9	33	11.5%
Sept. 19	1	1	2.1%
TOTALS	10	34	10.1%

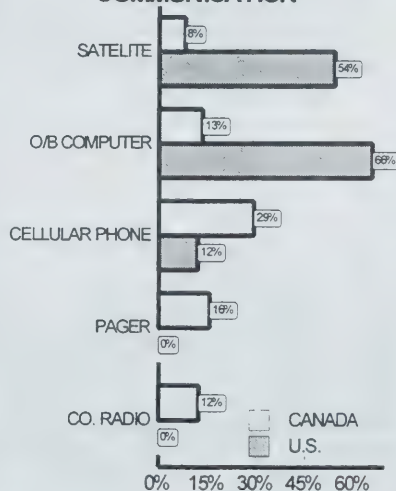
## LEVEL OF UTILIZATION BY HOUR GROUPING



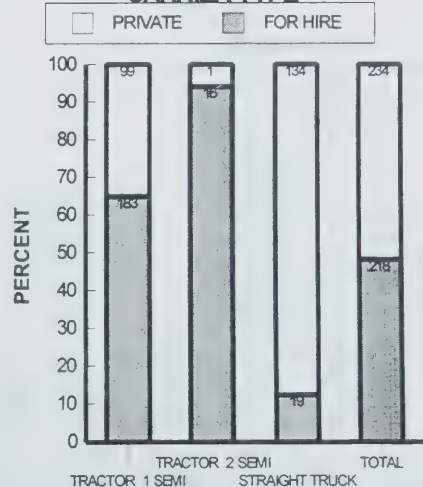
## FEATURES



## COMMUNICATION



## CARRIER TYPE



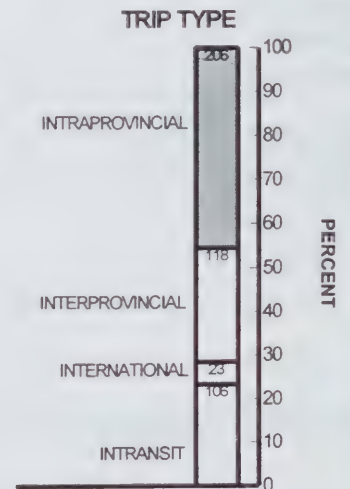
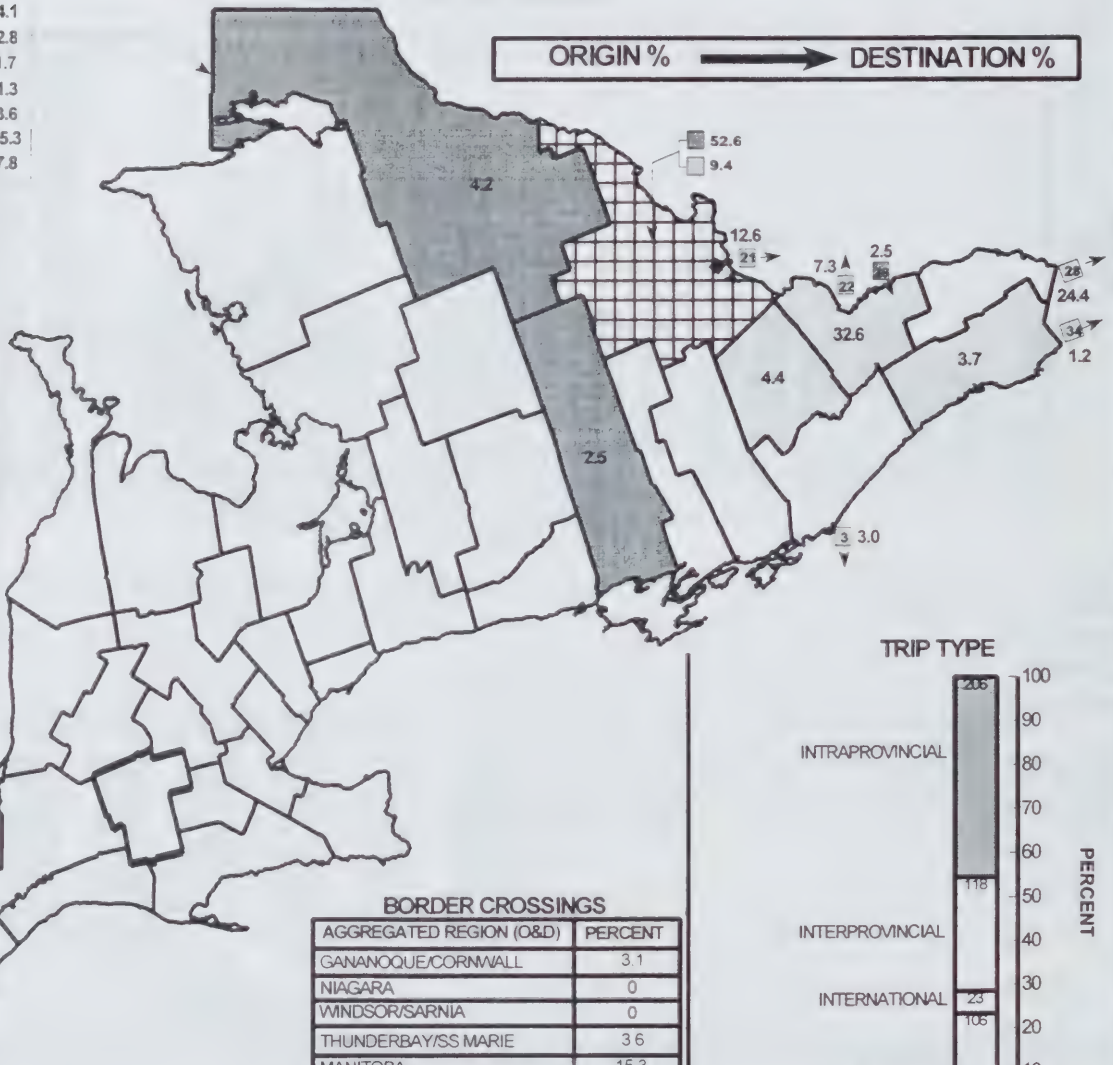
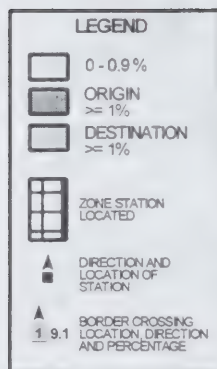
Values represent frequency or mean, unless identified as percent

# HALEY STATION R14

HWY. 17, STATION #: 125  
DIRECTION: EAST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)

SUDBURY REG. MUN.	4.1
ALGOMA	2.8
THUNDER BAY	1.7
KENORA	1.3
	3.6
	15.3
	7.8



## TRIP DISTANCES

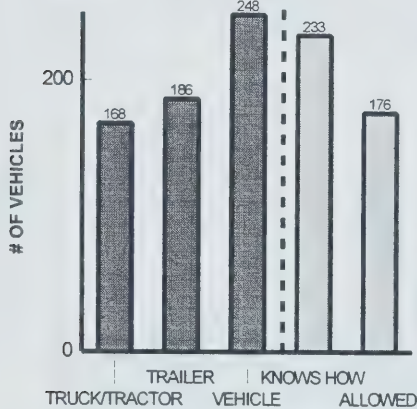




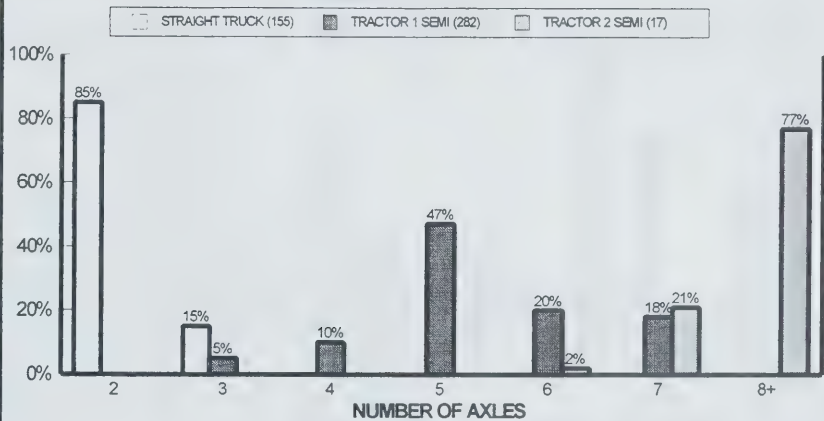
# HALEY STATION R14

HWY. 17, STATION #: 125  
DIRECTION: EAST BOUND

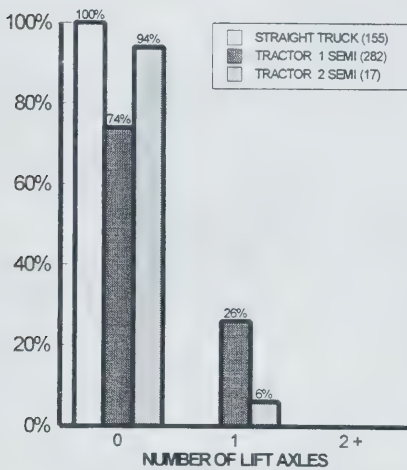
## MANUAL SLACK ADJUSTERS



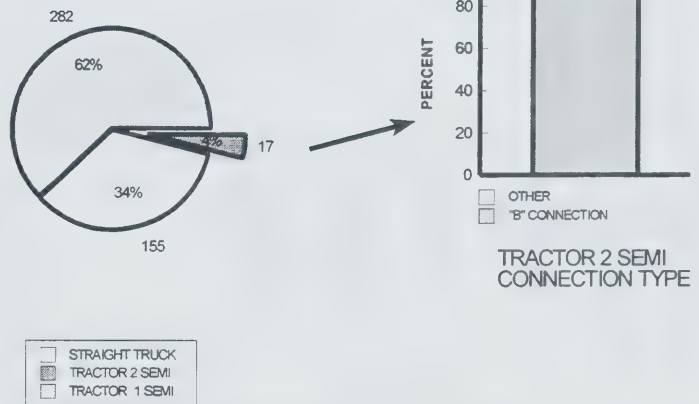
## NUMBER OF AXLES



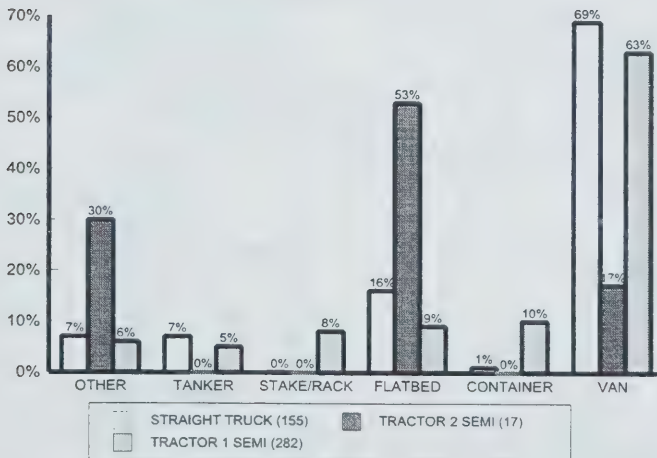
## LIFT AXLES



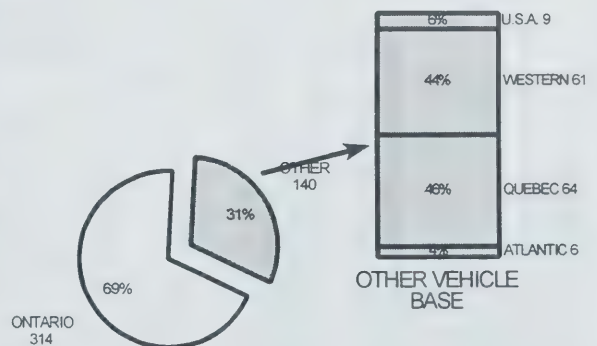
## VEHICLE CONFIGURATION



## BODY STYLE



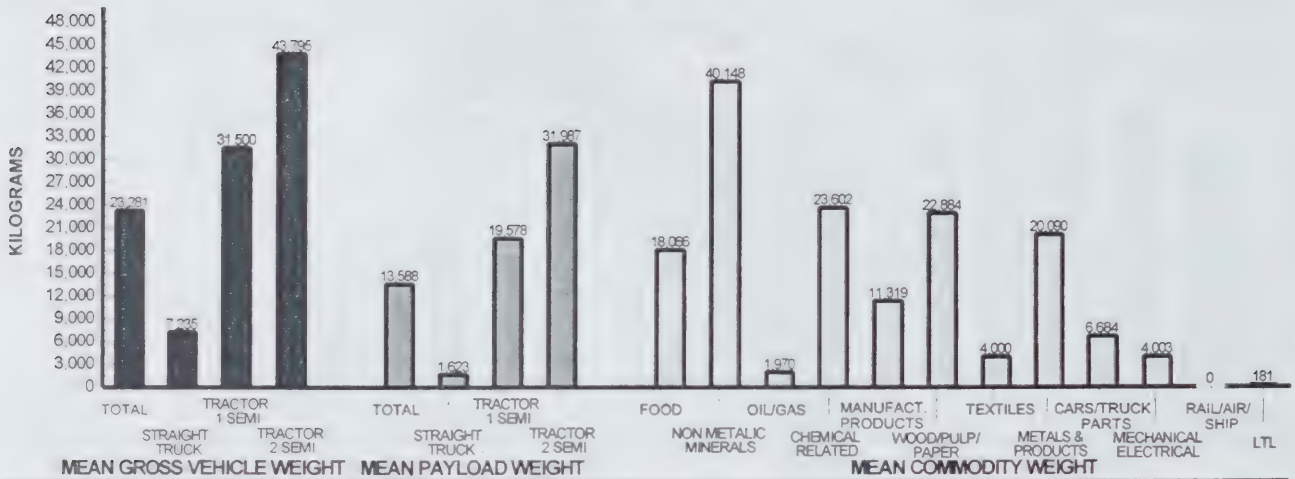
## VEHICLE BASE



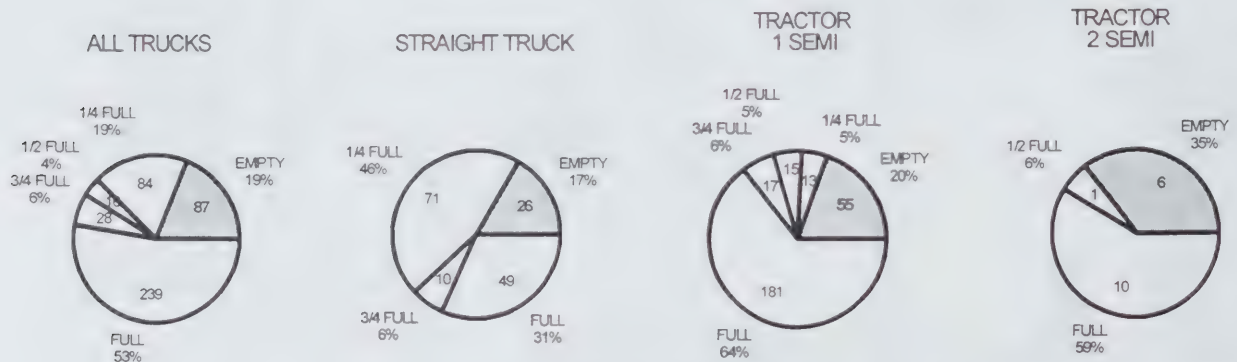
# HALEY STATION R14

HWY. 17, STATION #: 125  
DIRECTION: EAST BOUND

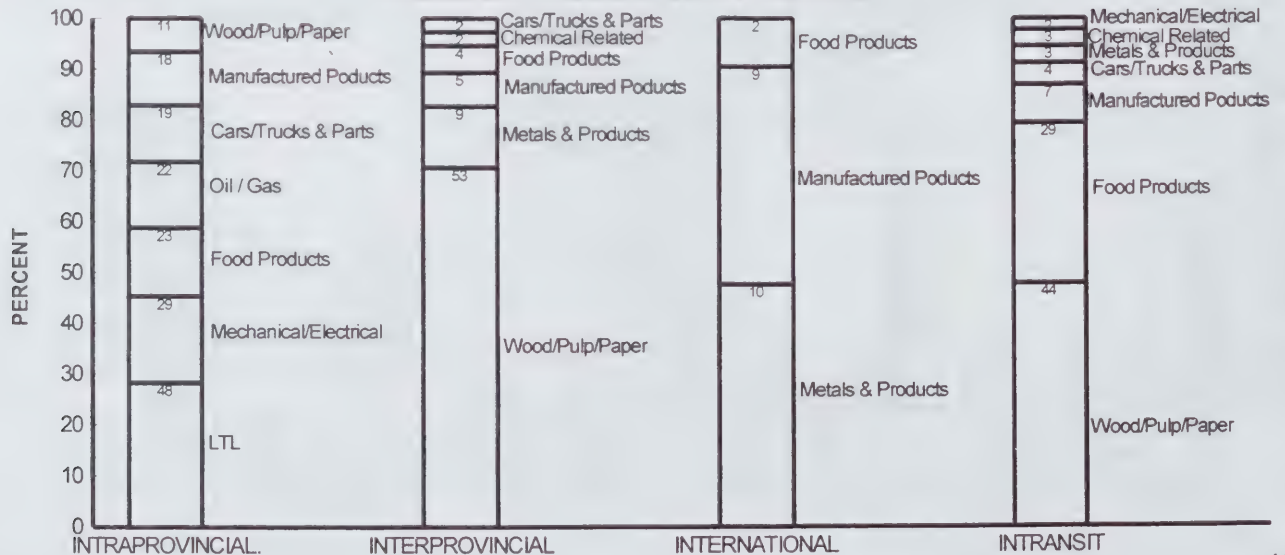
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



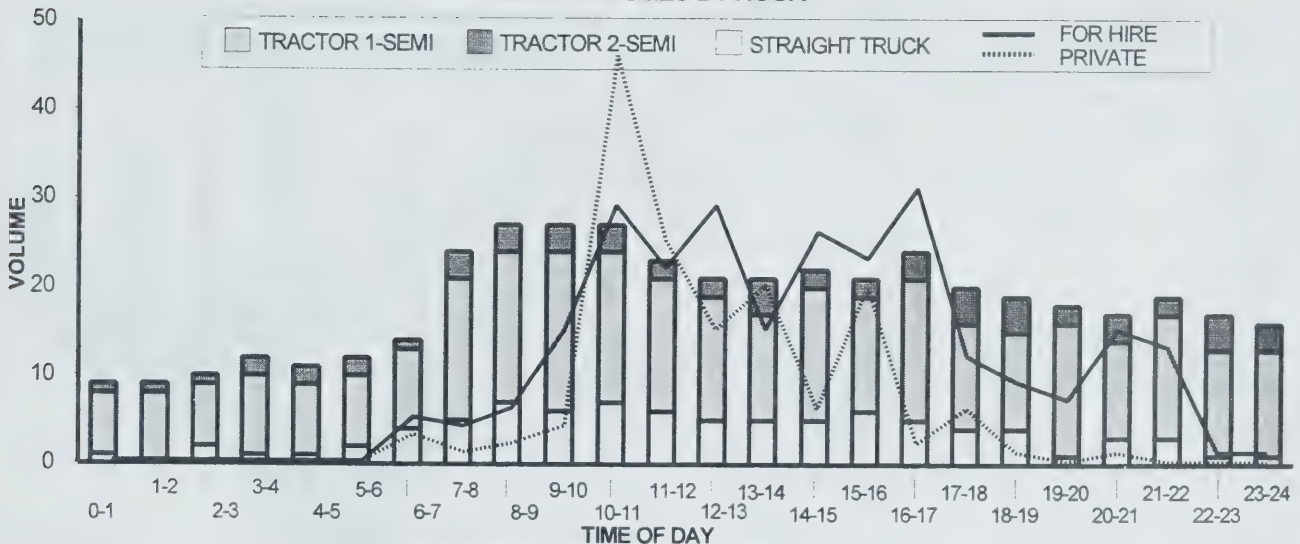
## COMMODITY COMPOSITION BY TRIP TYPE



# HALEY STATION R14

HWY. 17, STATION #: 126  
DIRECTION: WEST BOUND  
LOCATION: AT HALEY STATION

## TRUCK VOLUMES BY HOUR

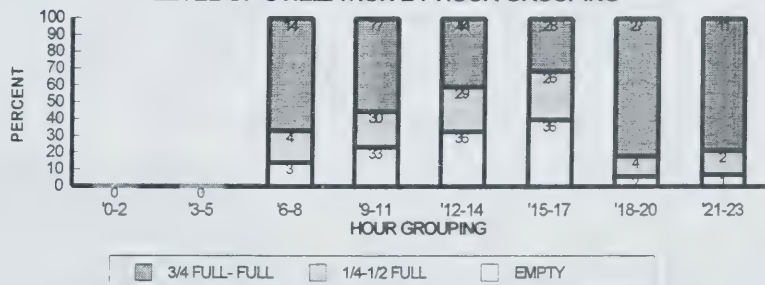


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	9	9	10	12	11	12	14	24	27	27	27	23	21	21	22	21	24	20	19	18	17	19	17	16	440
ALL VEHICLES	30	21	21	19	19	29	64	140	167	176	173	173	173	154	169	185	204	197	170	134	105	89	76	58	2744
% COMMERCIAL	30.0	42.9	47.6	63.2	57.9	41.4	21.9	17.1	16.2	15.3	15.6	13.4	12.2	13.6	13.0	11.4	11.8	10.2	11.2	13.4	16.2	21.3	22.4	27.6	16.1

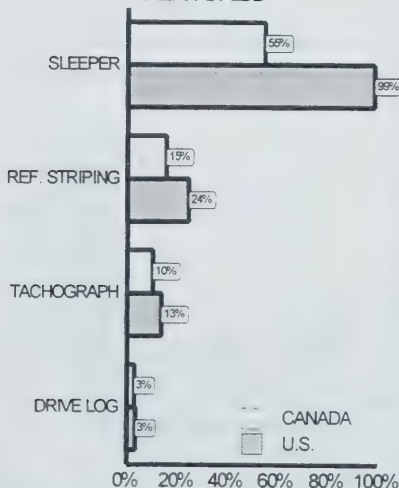
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Sept. 18	1	1	3.2%
Sept. 19	9	27	14.4%
TOTALS	10	28	12.79%

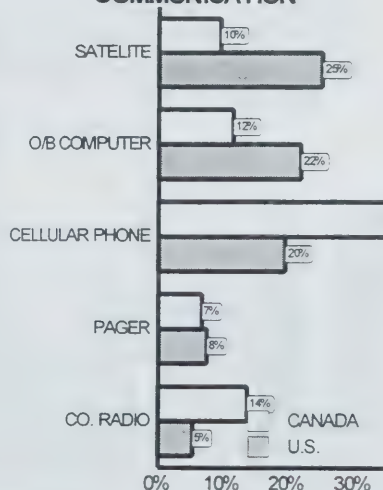
## LEVEL OF UTILIZATION BY HOUR GROUPING



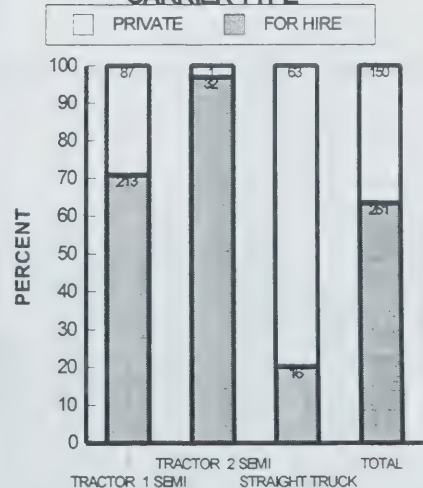
## FEATURES



## COMMUNICATION



## CARRIER TYPE



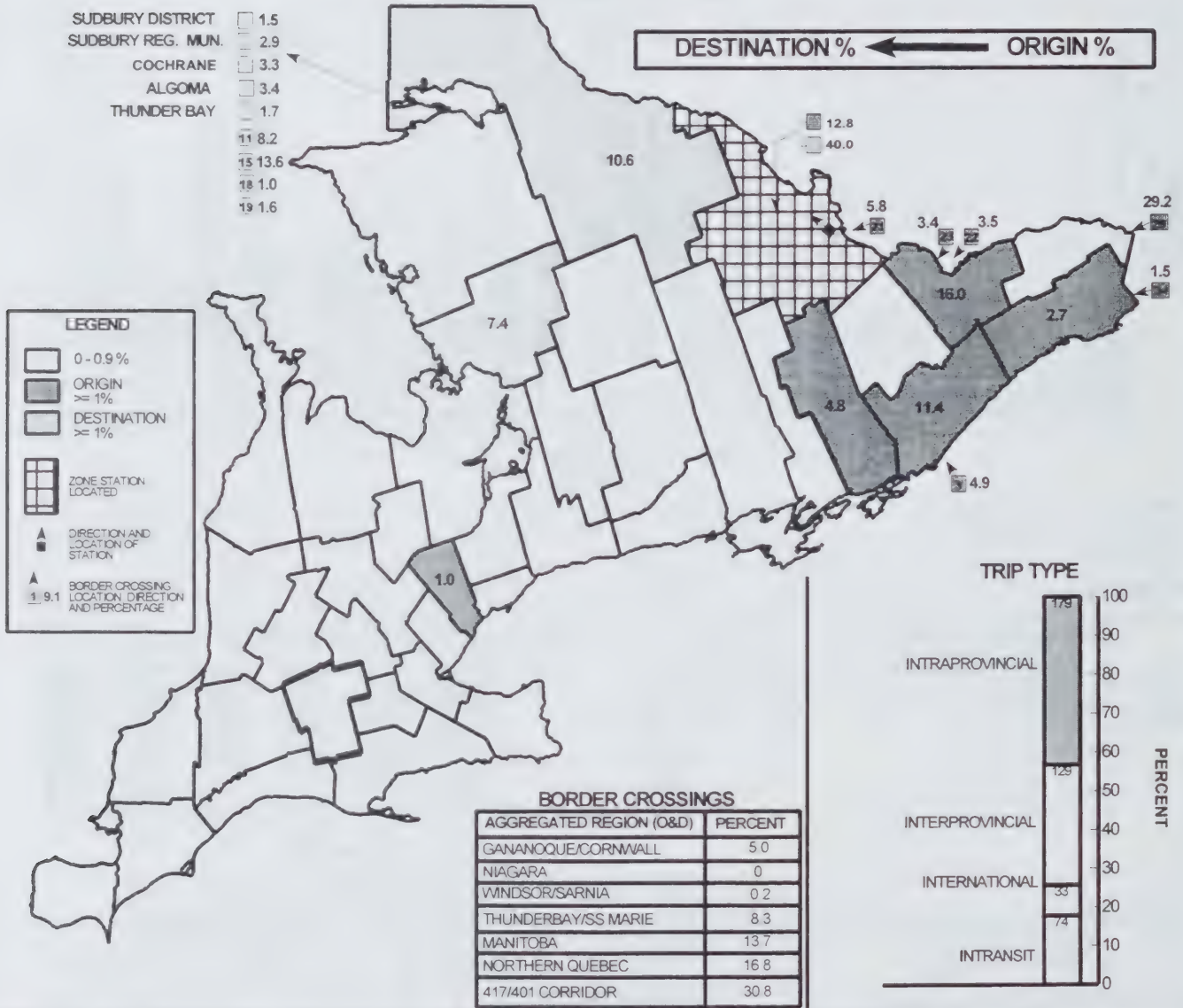
Values represent frequency or mean, unless identified as percent



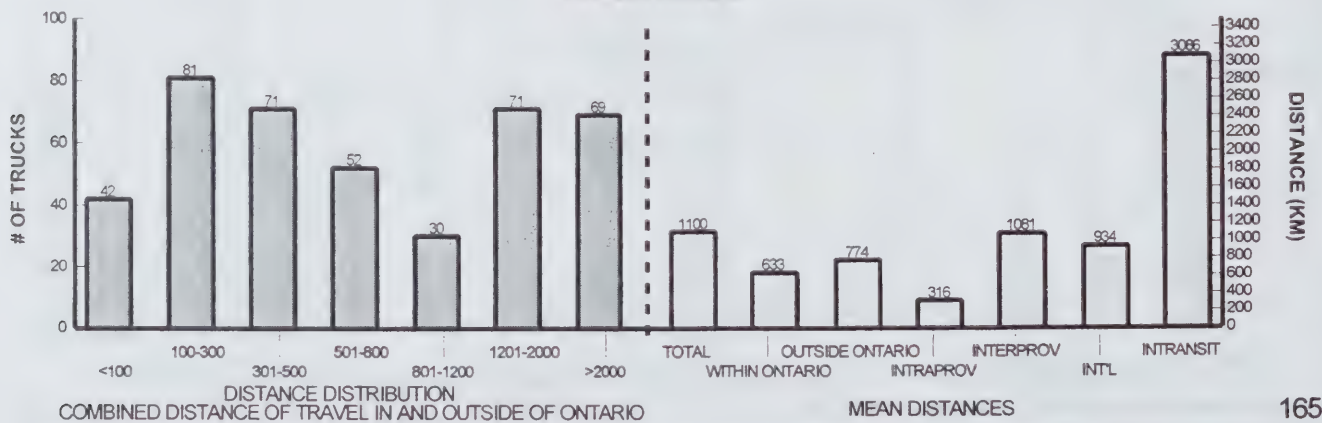
# HALEY STATION R14

HWY. 17, STATION #. 126  
DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



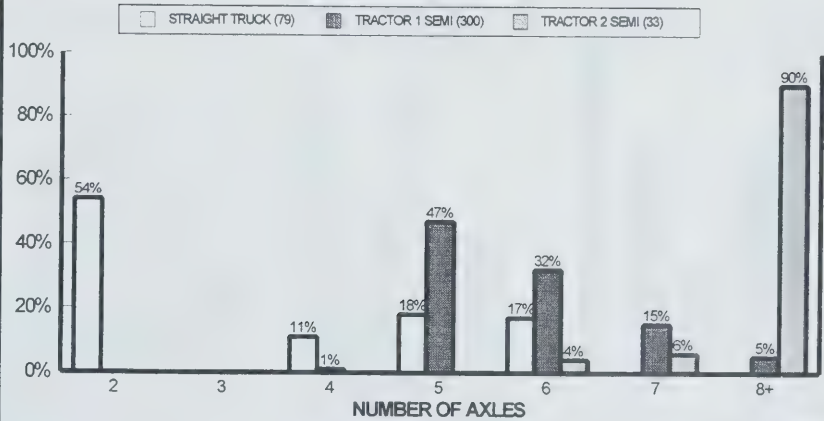
# HALEY STATION R14

HWY. 17, STATION #: 126  
DIRECTION: WEST BOUND

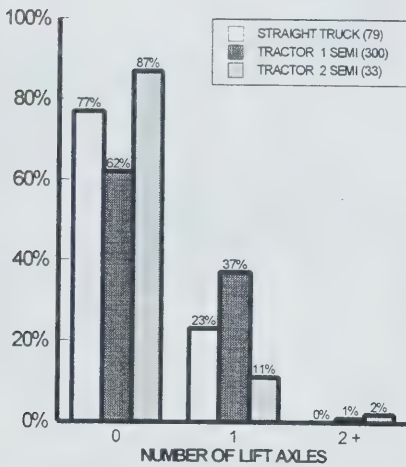
## MANUAL SLACK ADJUSTERS



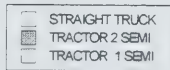
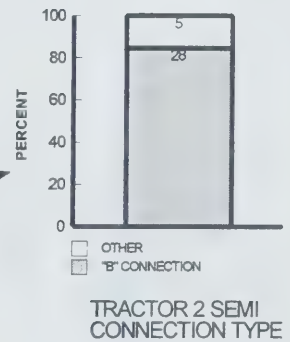
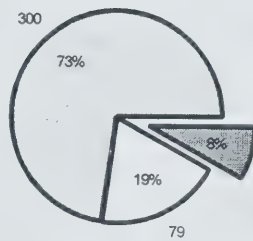
## NUMBER OF AXLES



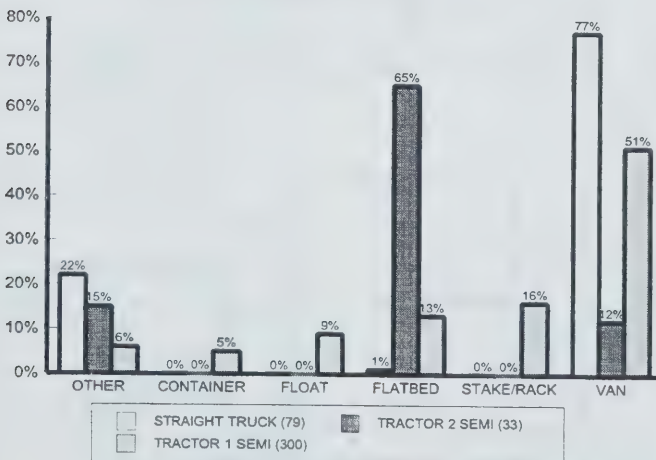
## LIFT AXLES



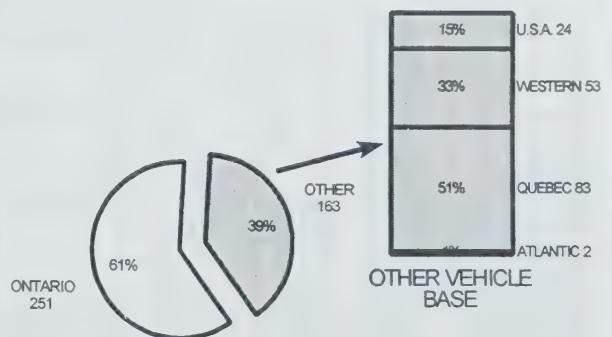
## VEHICLE CONFIGURATION



## BODY STYLE



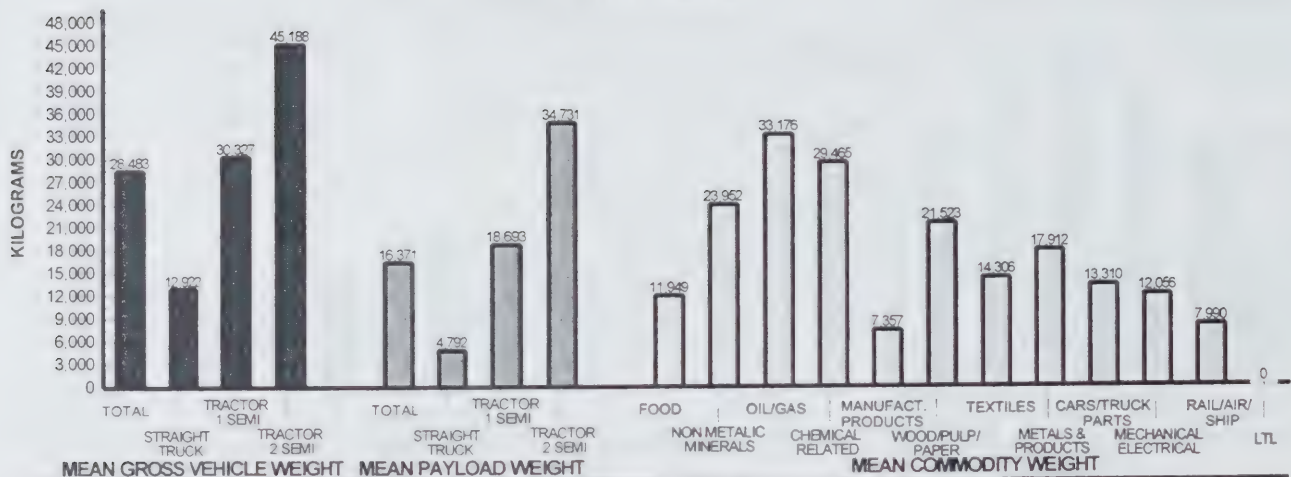
## VEHICLE BASE



# HALEY STATION R14

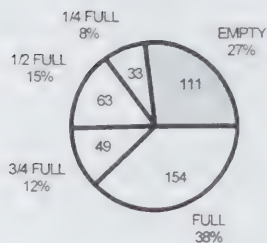
HWY. 17, STATION #: 126  
DIRECTION: WEST BOUND

## MEAN WEIGHTS

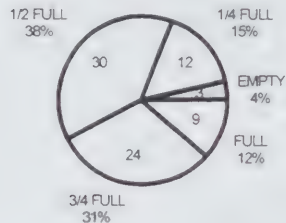


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

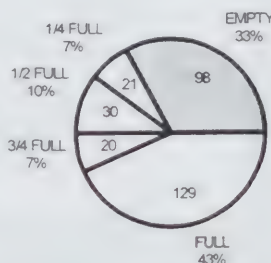
### ALL TRUCKS



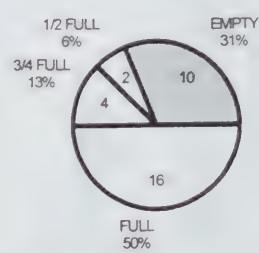
### STRAIGHT TRUCK



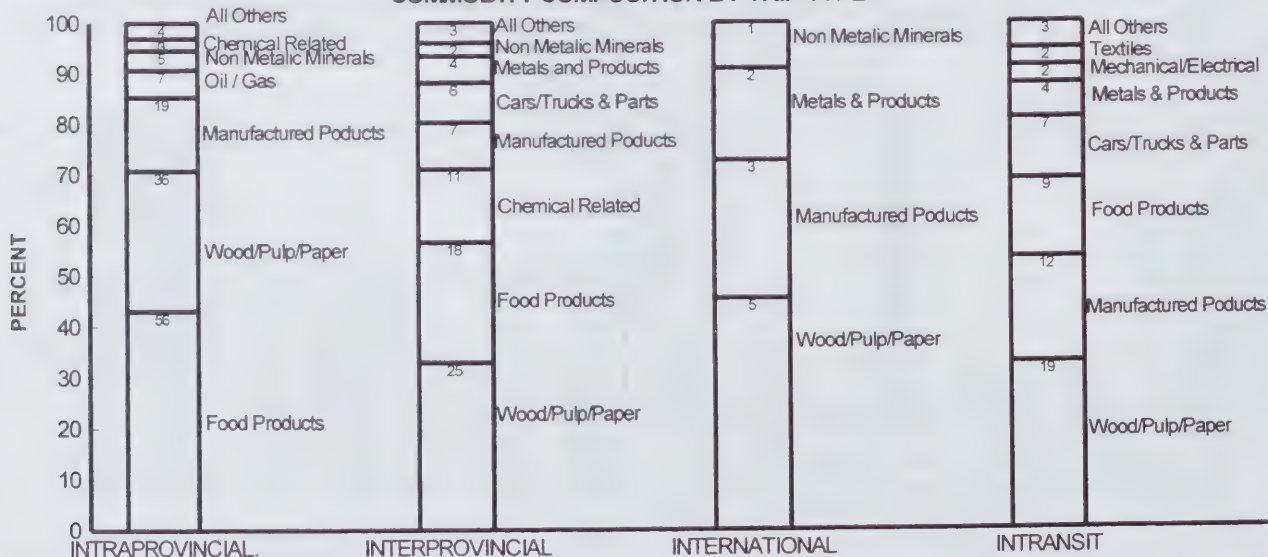
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE

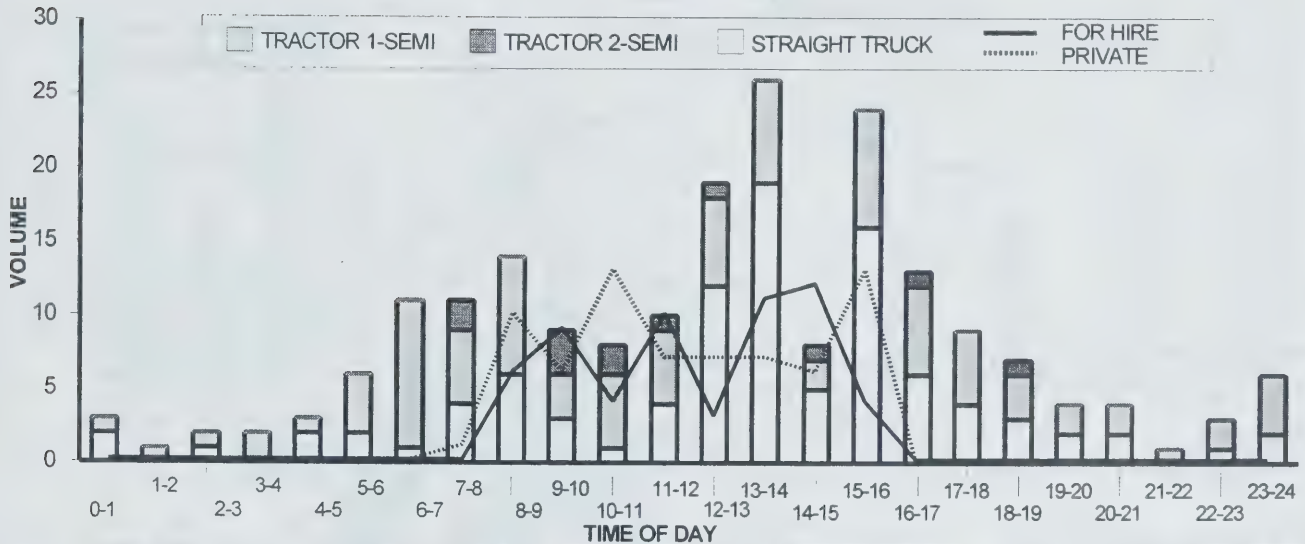




# WINCHESTER R17

HWY. 31, STATION #: 163  
DIRECTION: NORTH BOUND  
LOCATION: NORTH OF HWY 43

## TRUCK VOLUMES BY HOUR

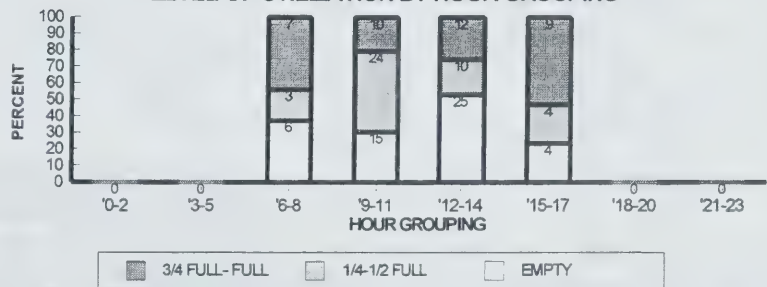


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	3	1	2	2	3	5	14	13	11	7	11	18	26	12	19	14	11	9	5	5	2	2	3	6	204
ALL VEHICLES	14	18	9	10	14	53	135	184	124	124	111	118	152	115	142	154	156	169	98	73	43	73	36	27	2146
% COMMERCIAL	21.4	5.6	22.2	20.0	21.4	9.4	10.4	7.1	8.9	6.3	9.3	15.3	17.1	10.4	13.4	9.1	7.1	5.3	5.1	6.8	4.7	2.7	8.3	22.2	9.5

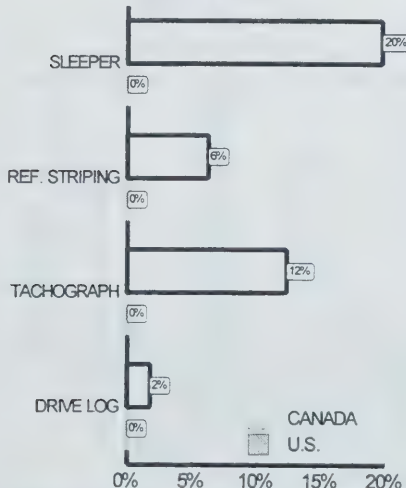
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 5	8	29	59.2%
July 6	7	17	44.7%
July 7	8	33	86.8%
July 8	3	6	150%
TOTALS	26	85	65.89%

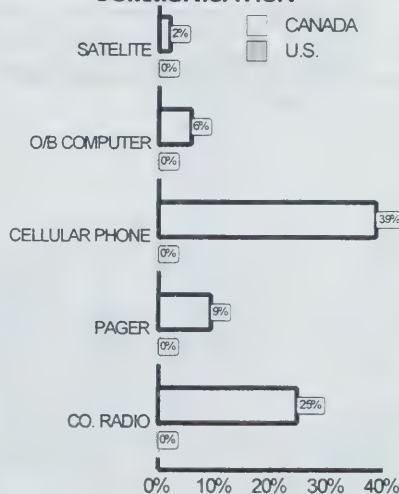
## LEVEL OF UTILIZATION BY HOUR GROUPING



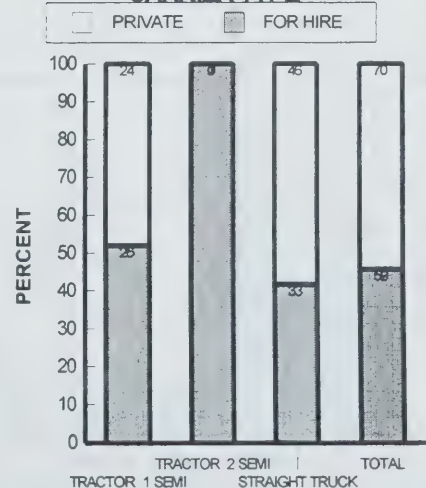
## FEATURES



## COMMUNICATION



## CARRIER TYPE



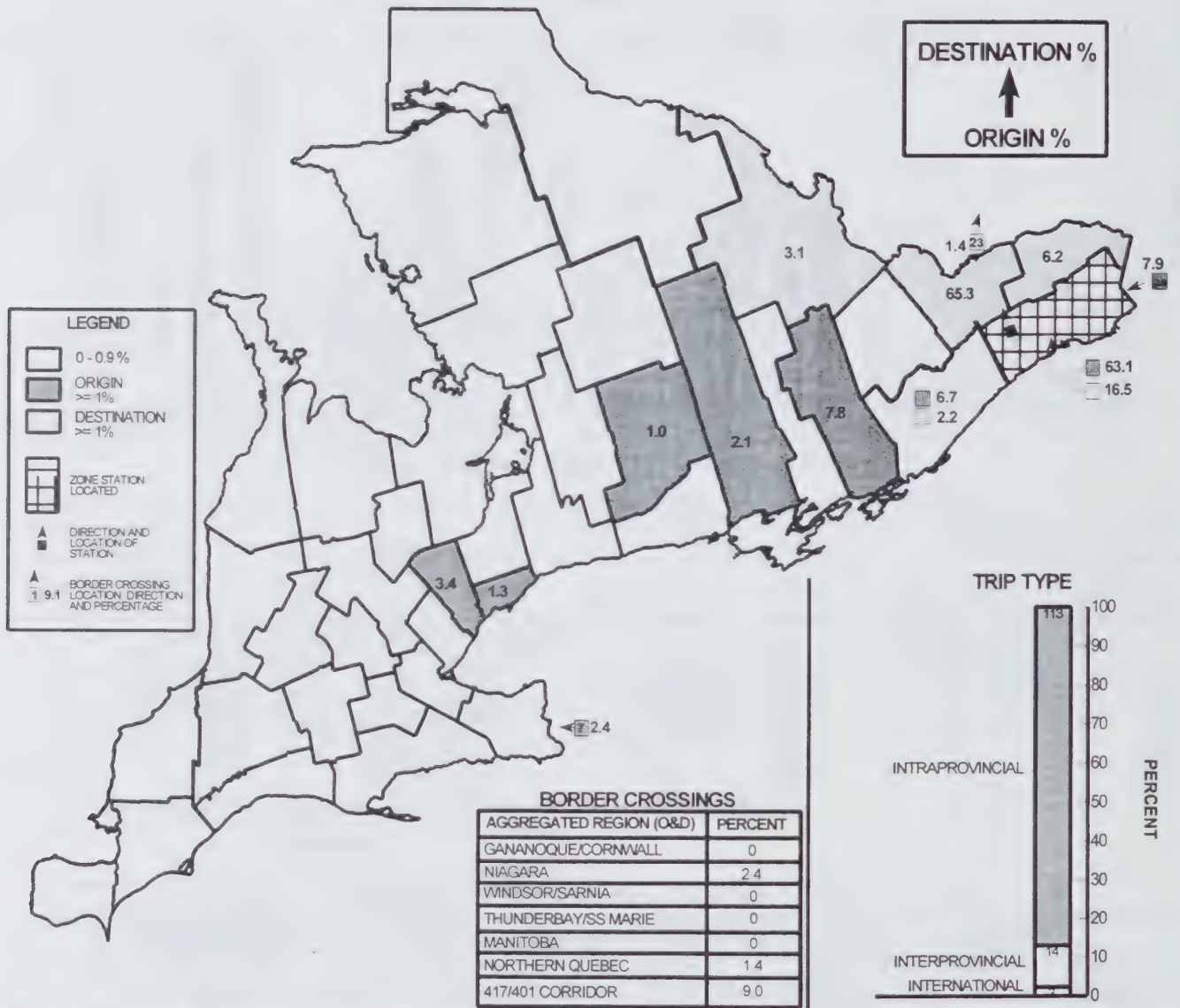
Values represent frequency or mean, unless identified as percent

# WINCHESTER R17

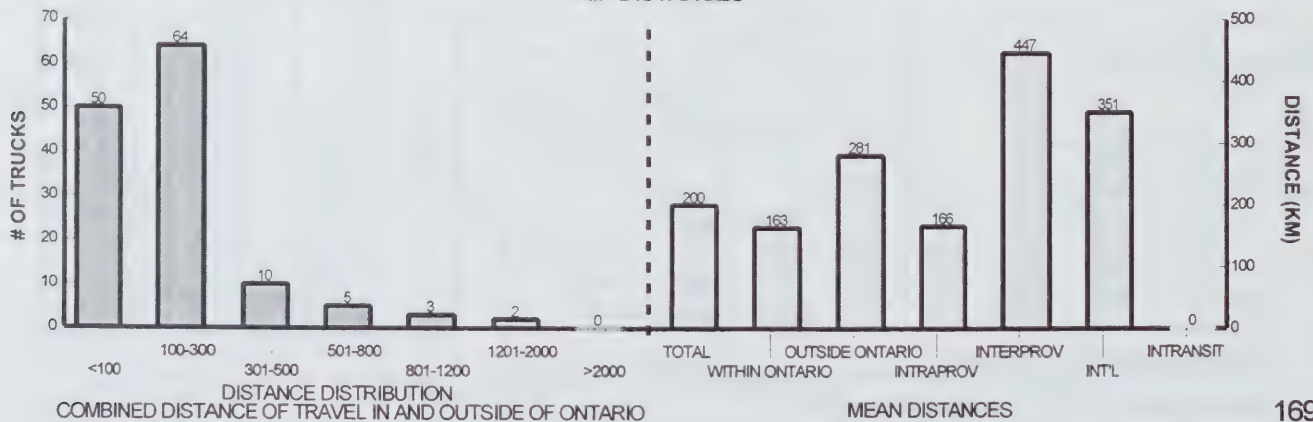
HWY. 31, STATION #: 163

DIRECTION: NORTH BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



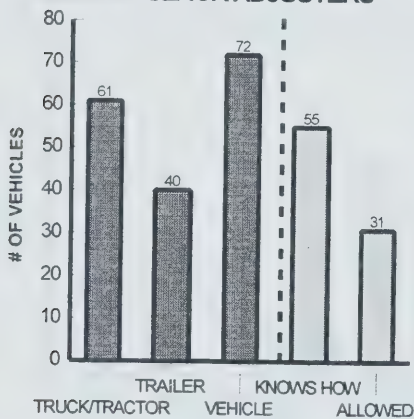
## TRIP DISTANCES



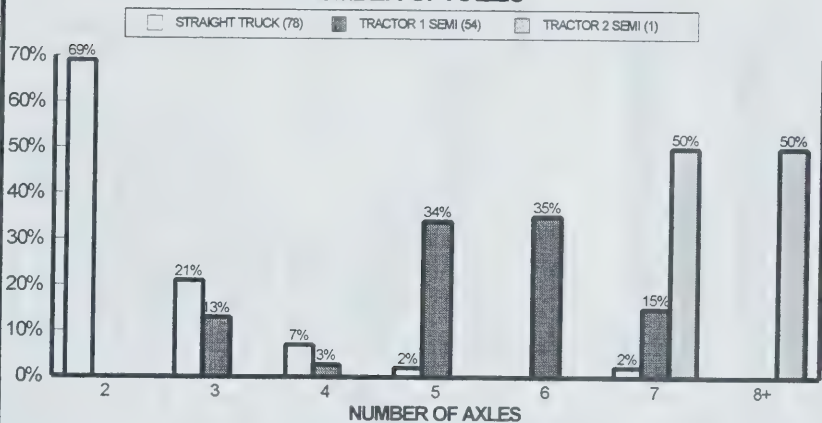
# WINCHESTER R17

HWY. 31, STATION #: 163  
DIRECTION: NORTH BOUND

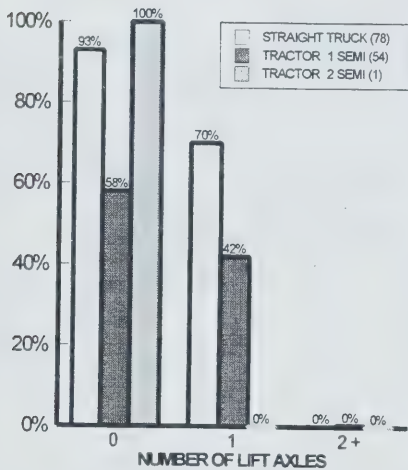
## MANUAL SLACK ADJUSTERS



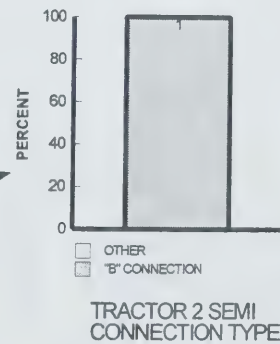
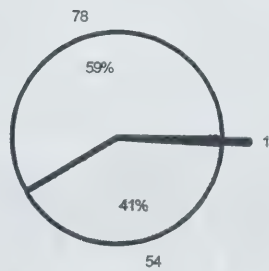
## NUMBER OF AXLES



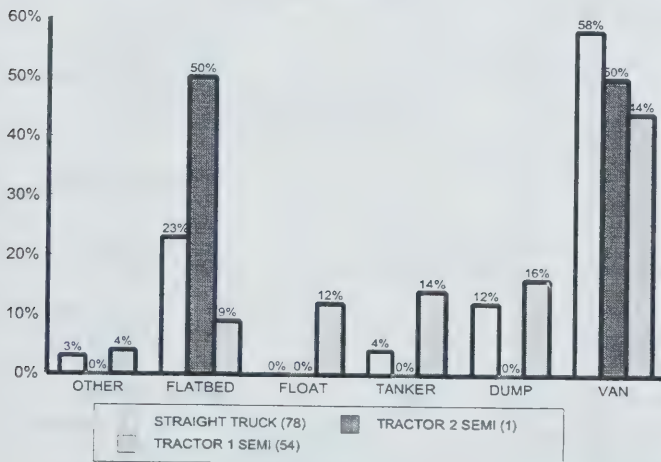
## LIFT AXLES



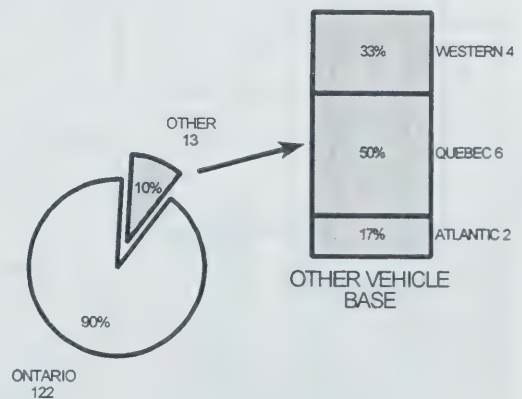
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

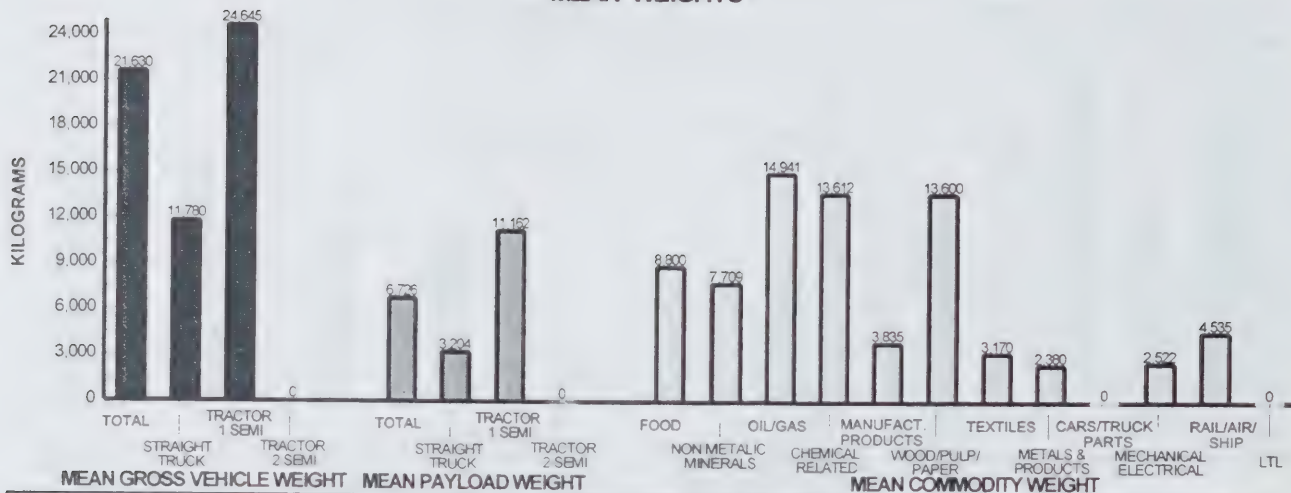




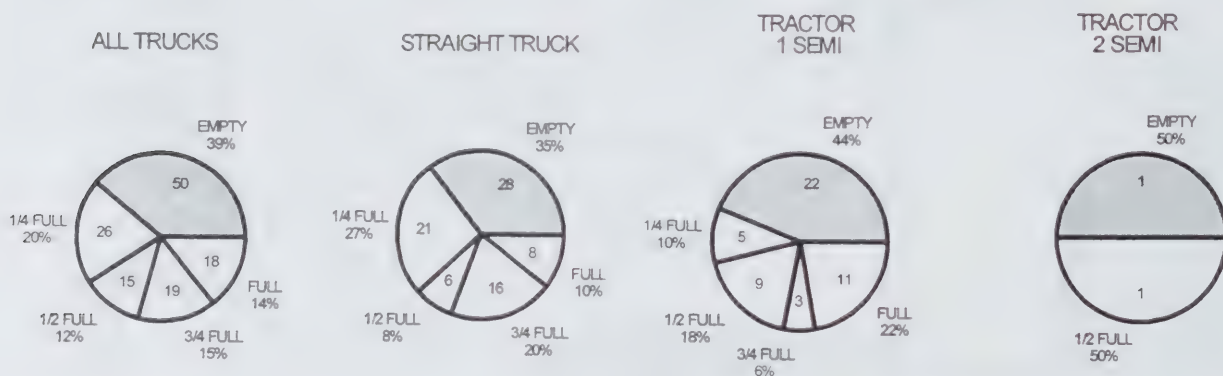
# WINCHESTER R17

HWY. 31, STATION #: 163  
DIRECTION: NORTH BOUND

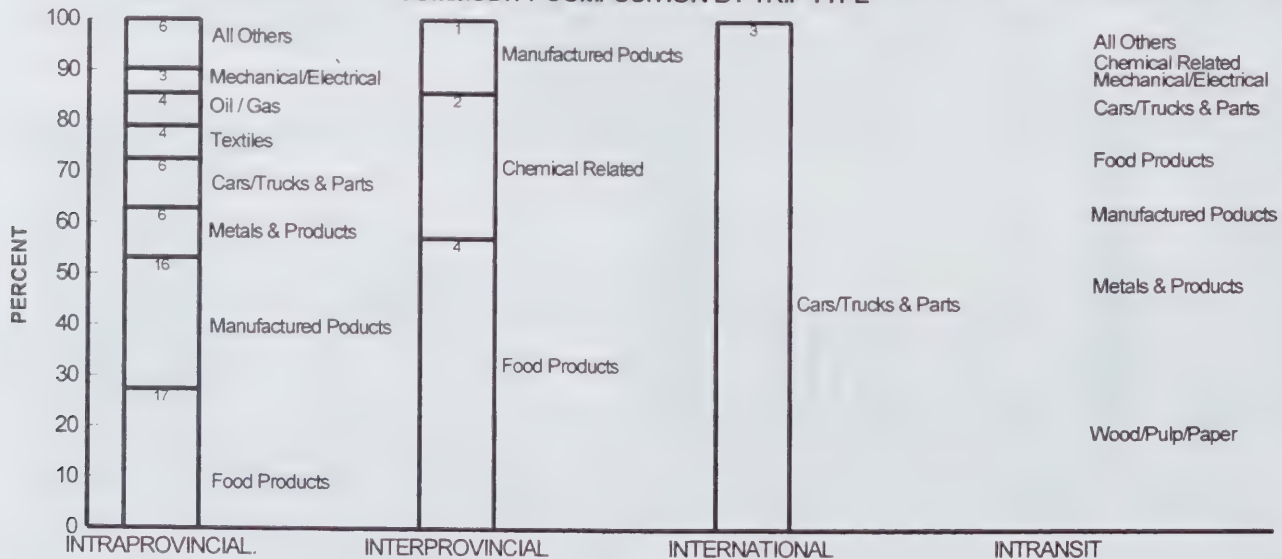
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



# WINCHESTER R17

HWY. 31, STATION #: 164  
DIRECTION: SOUTH BOUND  
LOCATION: NORTH OF HWY 43

## TRUCK VOLUMES BY HOUR

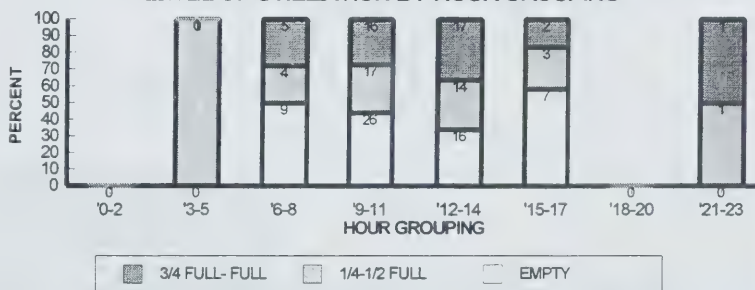


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	0	1	0	1	2	5	4	9	16	16	14	15	15	10	9	10	18	8	11	5	6	3	2	3	183
ALL VEHICLES	24	18	8	5	7	19	37	91	109	131	156	162	135	137	136	144	167	206	146	108	81	59	49	27	2162
% COMMERCIAL	0.0	5.6	0.0	20.0	28.6	26.3	10.8	9.9	9.3	14.7	12.2	9.0	9.3	11.1	7.3	6.6	10.8	3.9	7.5	4.6	7.4	5.1	4.1	11.1	8.5

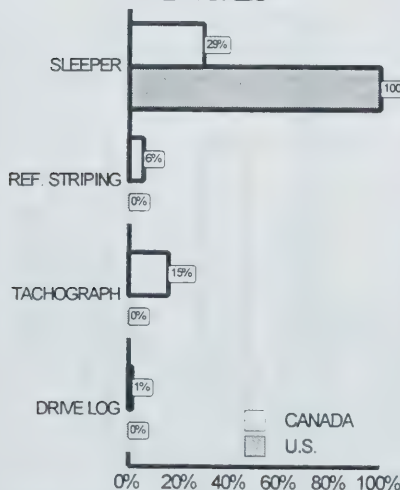
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 5	8	40	80.0%
July 6	8	49	116.6%
July 7	6	24	75%
July 8	4	12	150%
TOTALS	26	125	94.7%

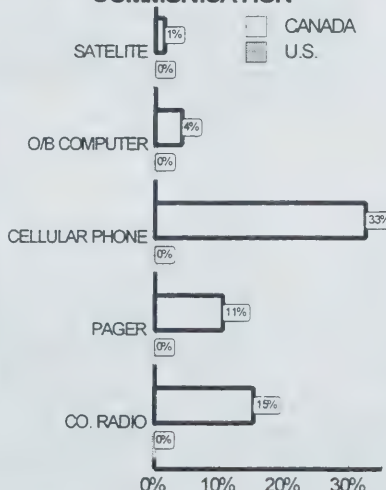
## LEVEL OF UTILIZATION BY HOUR GROUPING



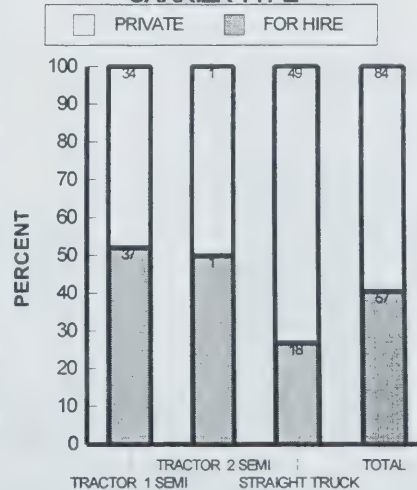
## FEATURES



## COMMUNICATION



## CARRIER TYPE

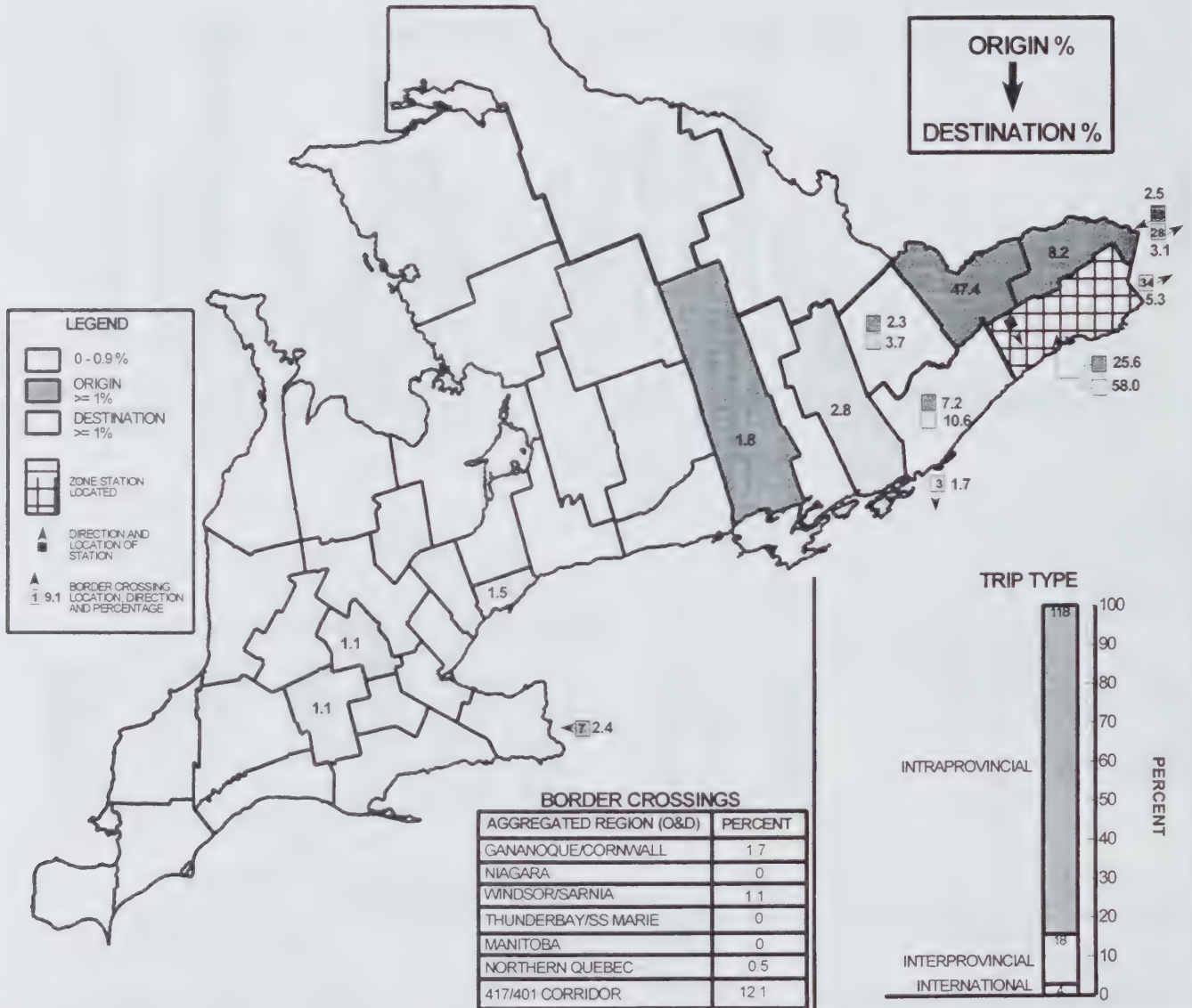


Values represent frequency or mean, unless identified as percent

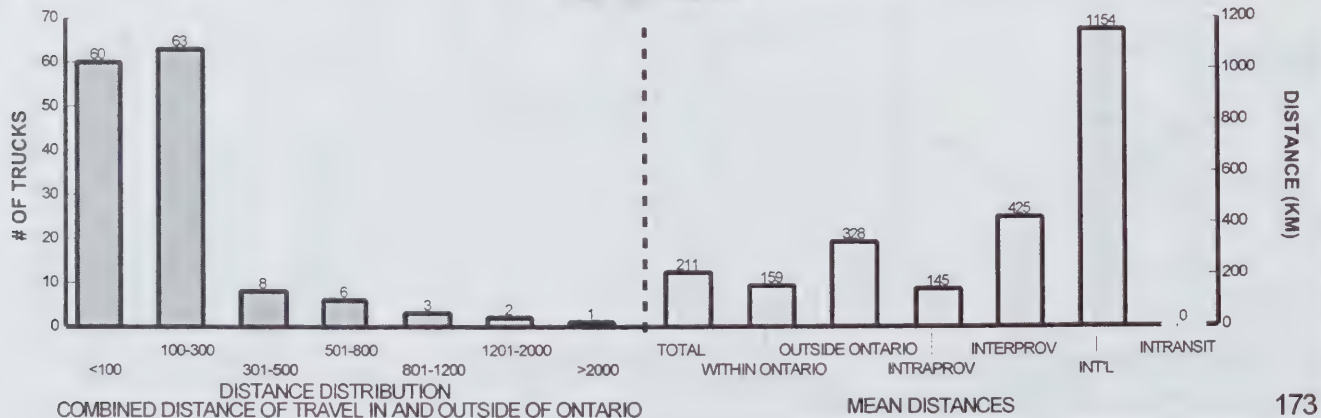
# WINCHESTER R17

HWY. 31, STATION #: 164  
DIRECTION: SOUTH BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES





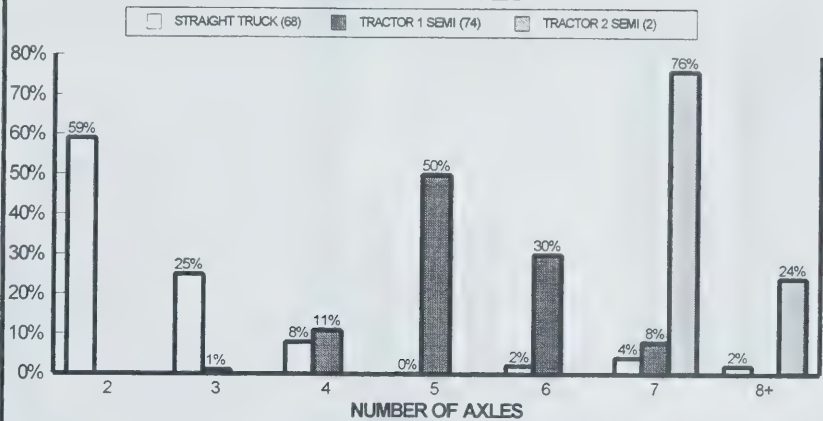
# WINCHESTER R17

HWY. 31, STATION #: 164  
DIRECTION: SOUTH BOUND

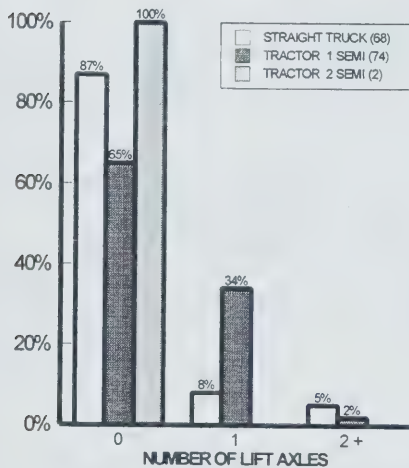
## MANUAL SLACK ADJUSTERS



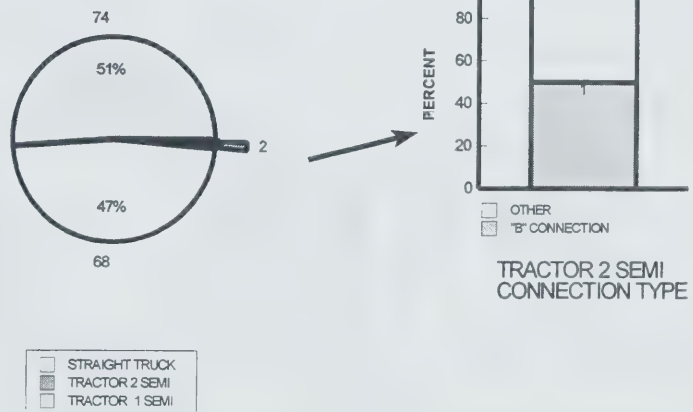
## NUMBER OF AXLES



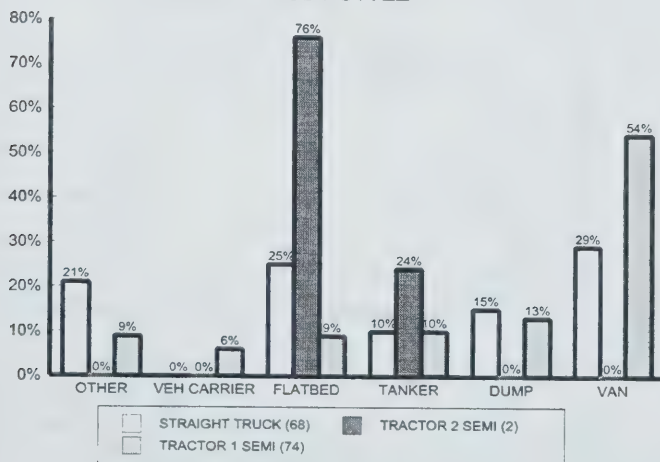
## LIFT AXLES



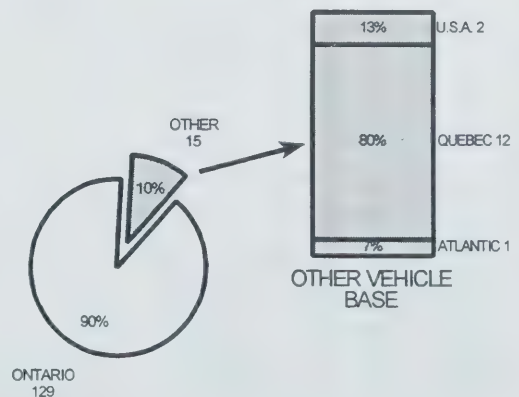
## VEHICLE CONFIGURATION



## BODY STYLE

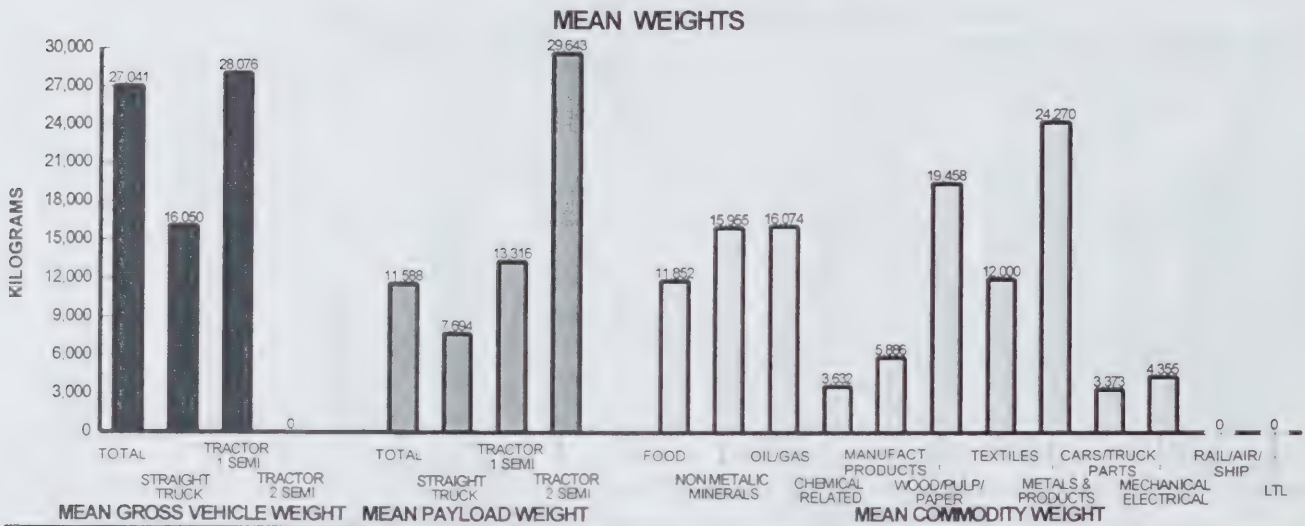


## VEHICLE BASE

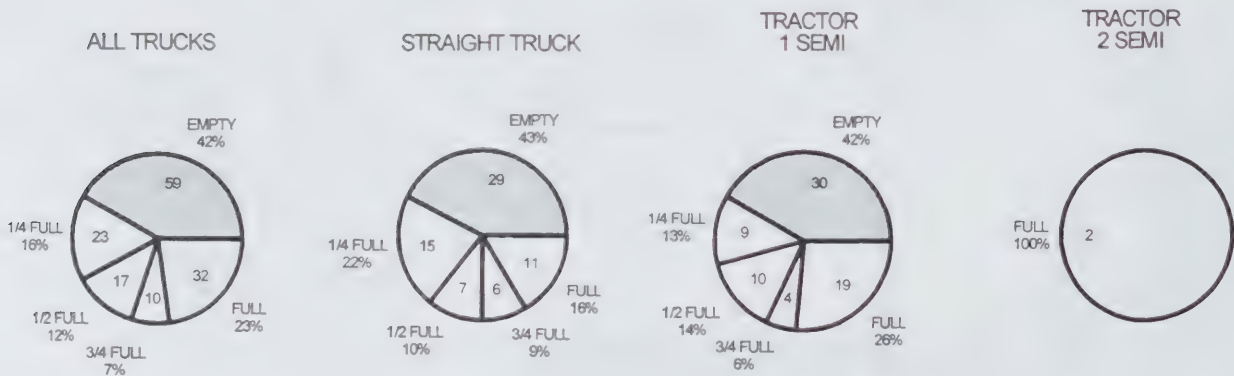


# WINCHESTER R17

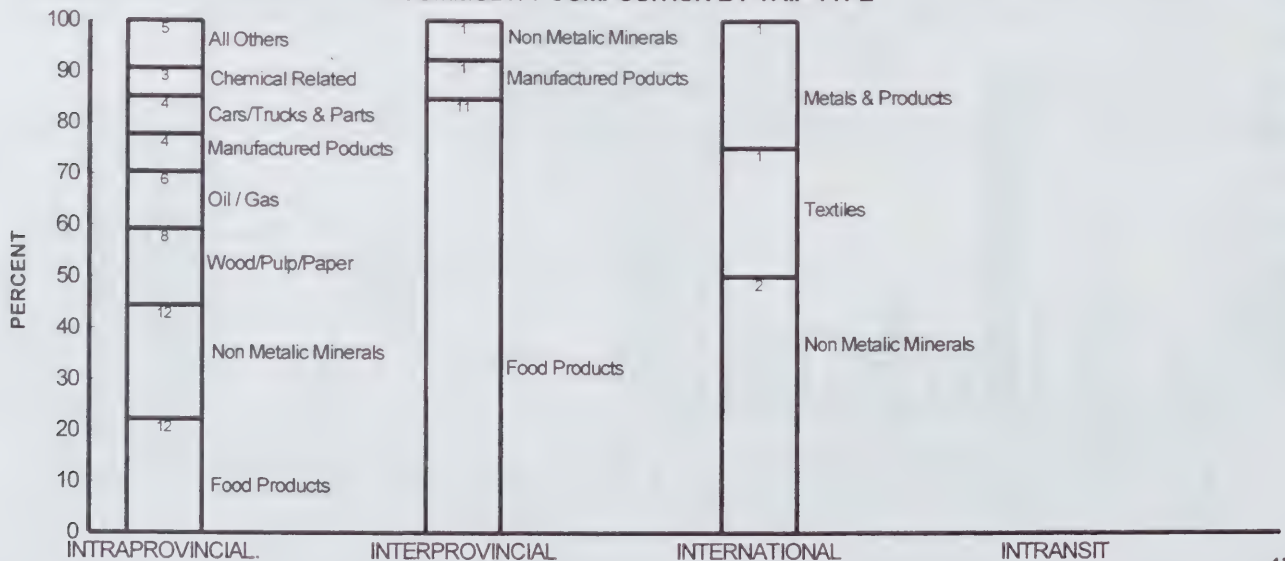
HWY. 31, STATION #: 164  
DIRECTION: SOUTH BOUND



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



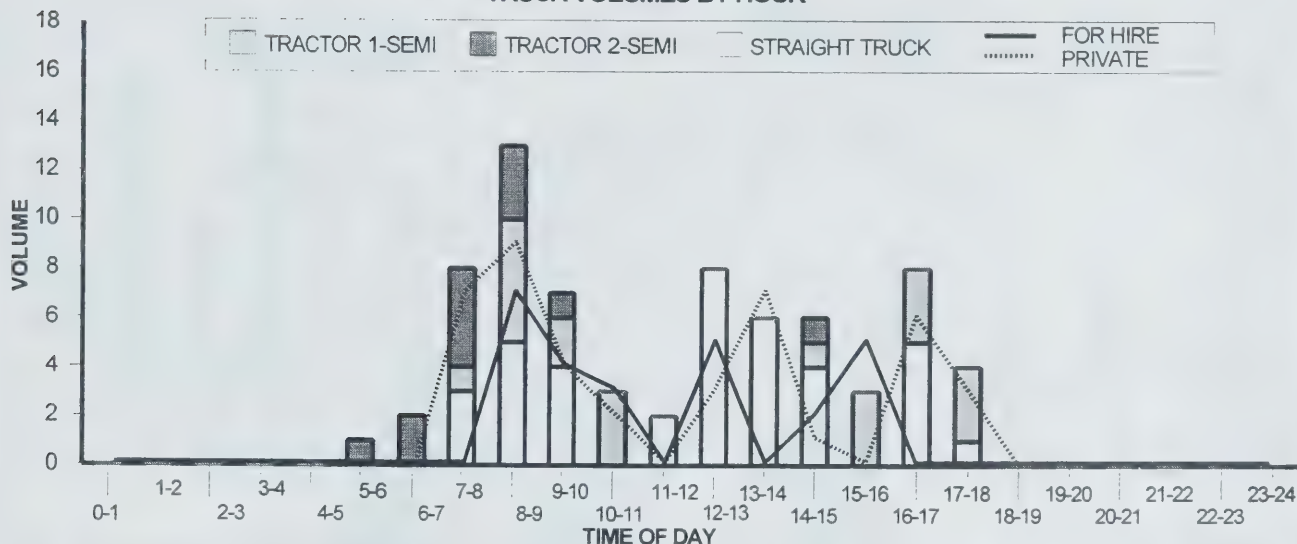
# ELDORADO R13

HWY. 62, STATION #: 115

DIRECTION: NORTH BOUND

LOCATION: NORTH OF HWY 7 AT ELDORADO

## TRUCK VOLUMES BY HOUR

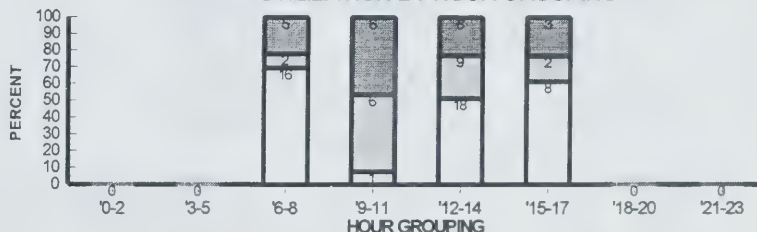


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL						1	2	8	13	7	3	2	8	6	6	3	8	4							71
ALL VEHICLES																									
% COMMERCIAL																									

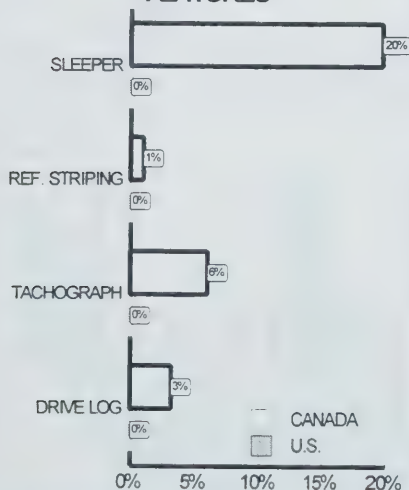
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 5	2	5	31.3%
July 6	8	19	30.6%
TOTALS	10	24	38.71%

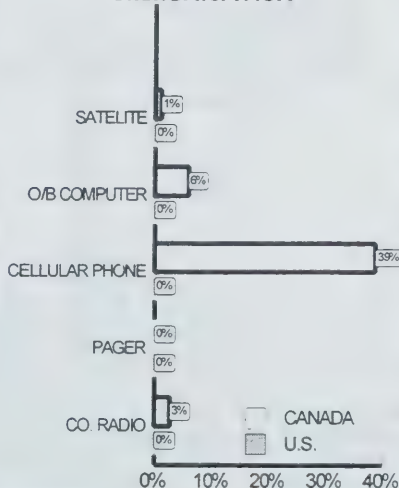
## LEVEL OF UTILIZATION BY HOUR GROUPING



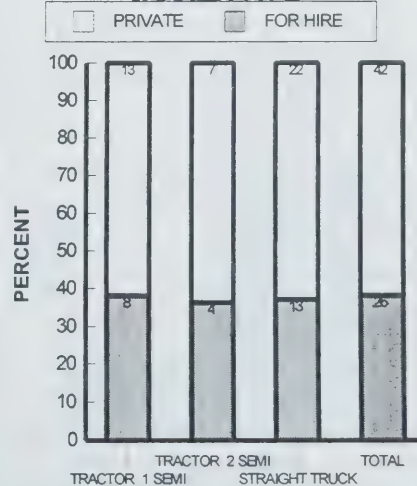
## FEATURES



## COMMUNICATION



## CARRIER TYPE



Values represent frequency or mean, unless identified as percent

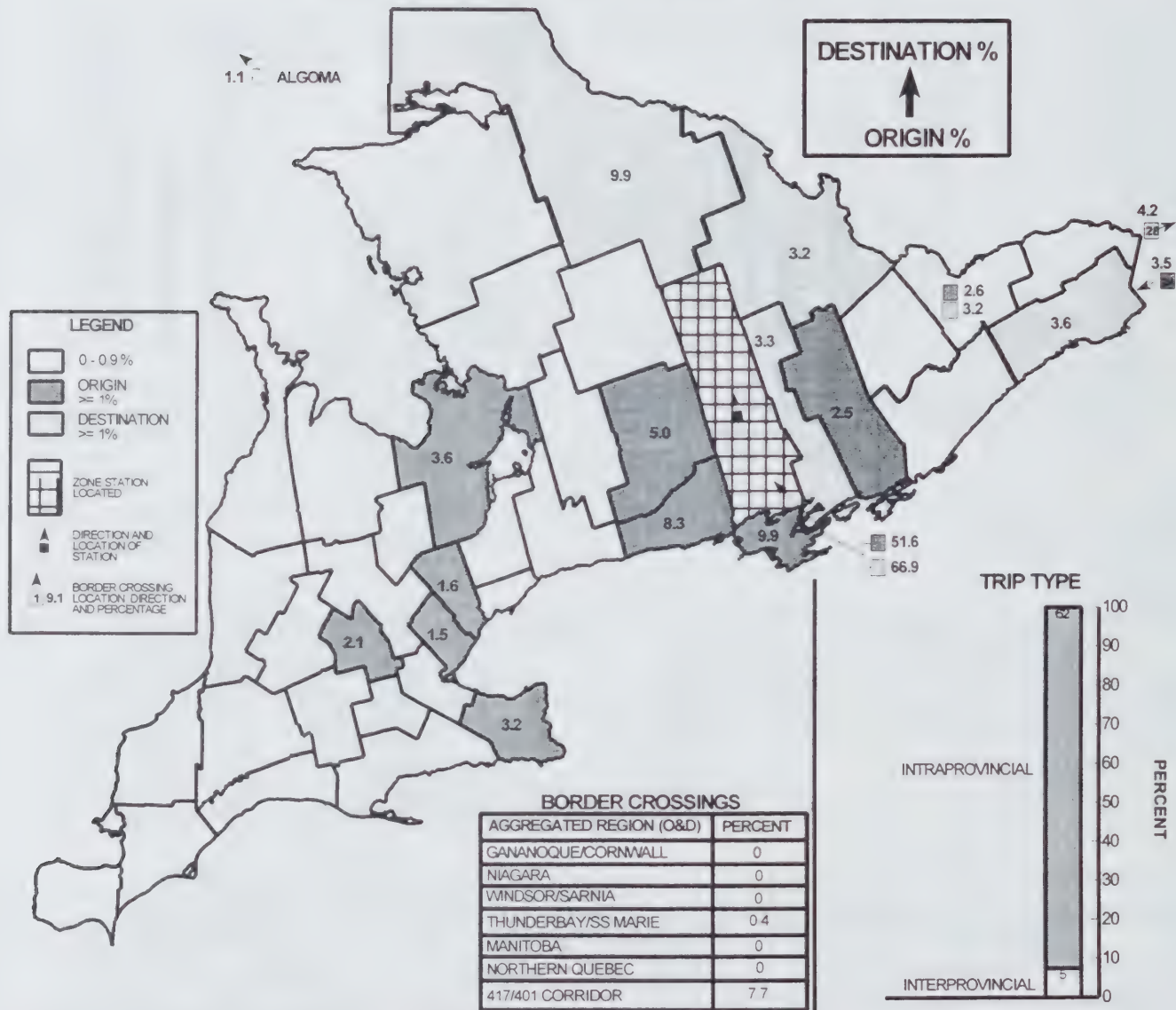


# ELDORADO R13

HWY. 62, STATION #: 115

DIRECTION: NORTH BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



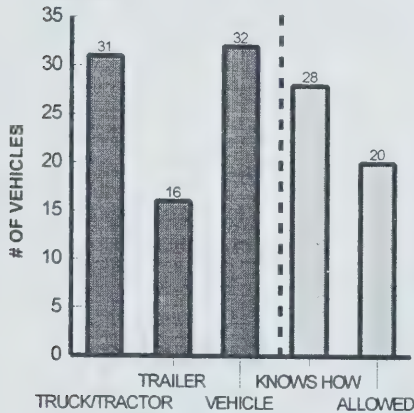
## TRIP DISTANCES



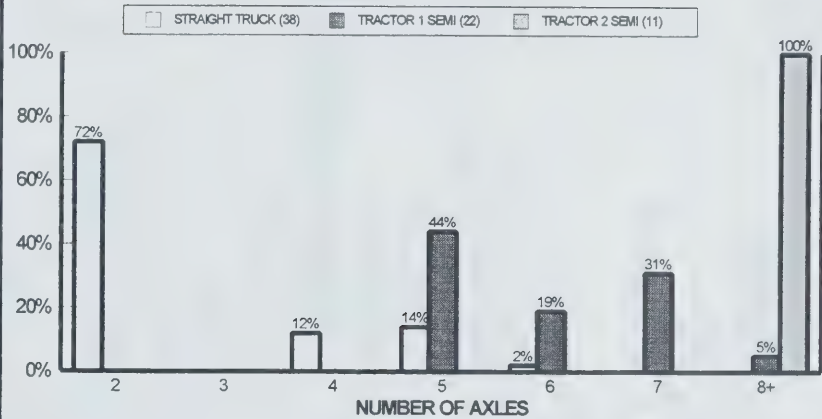
# ELDORADO R13

HWY. 62, STATION #: 115  
DIRECTION: NORTH BOUND

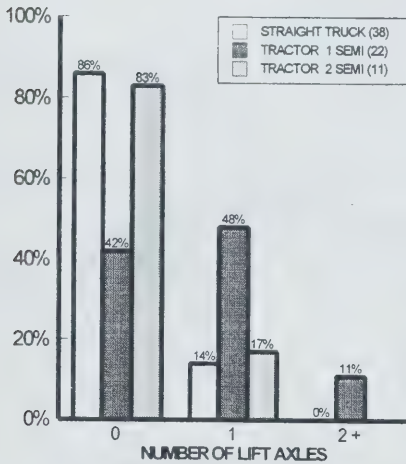
## MANUAL SLACK ADJUSTERS



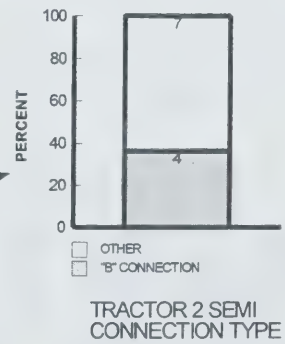
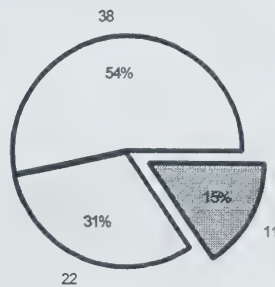
## NUMBER OF AXLES



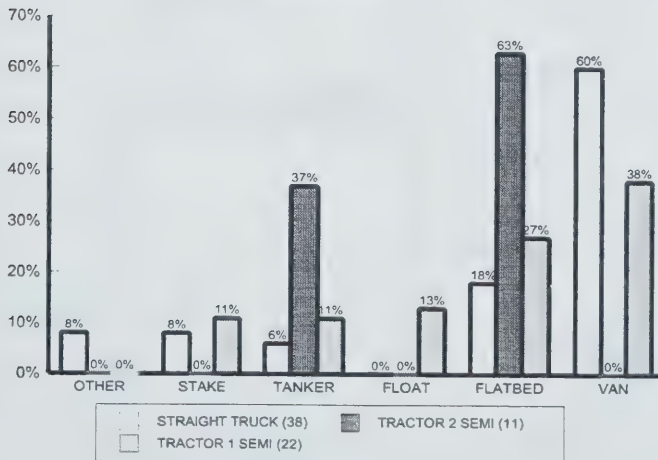
## LIFT AXLES



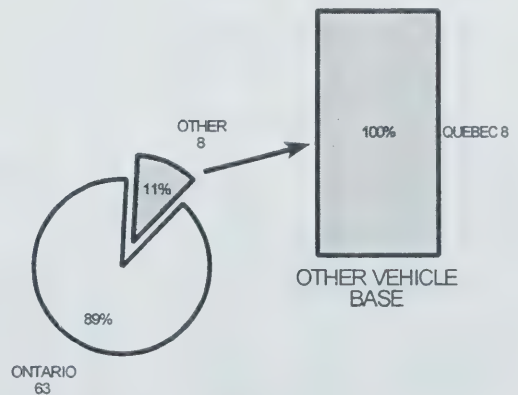
## VEHICLE CONFIGURATION



## BODY STYLE



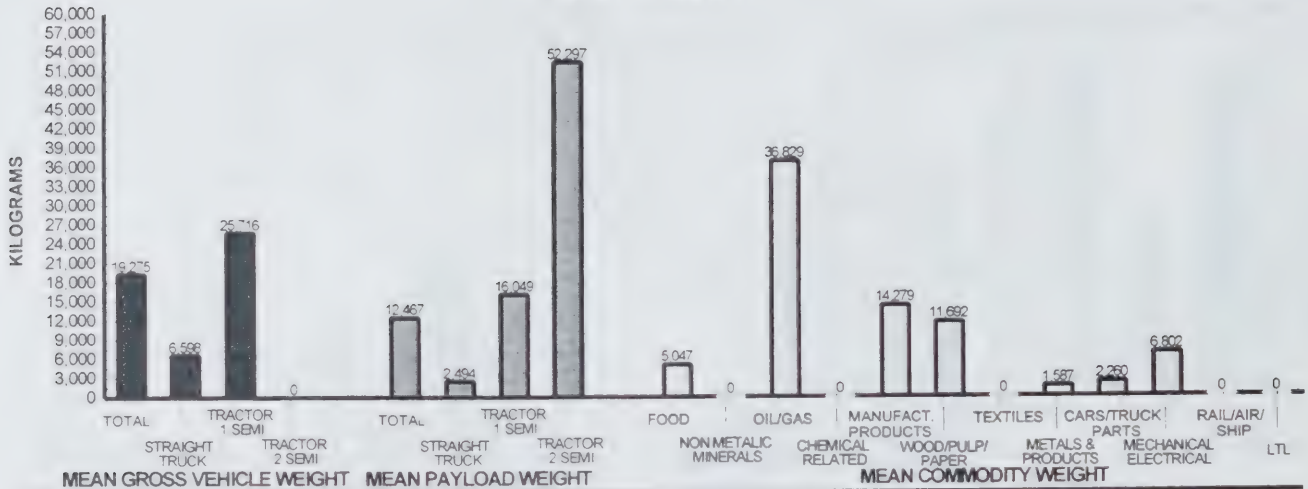
## VEHICLE BASE



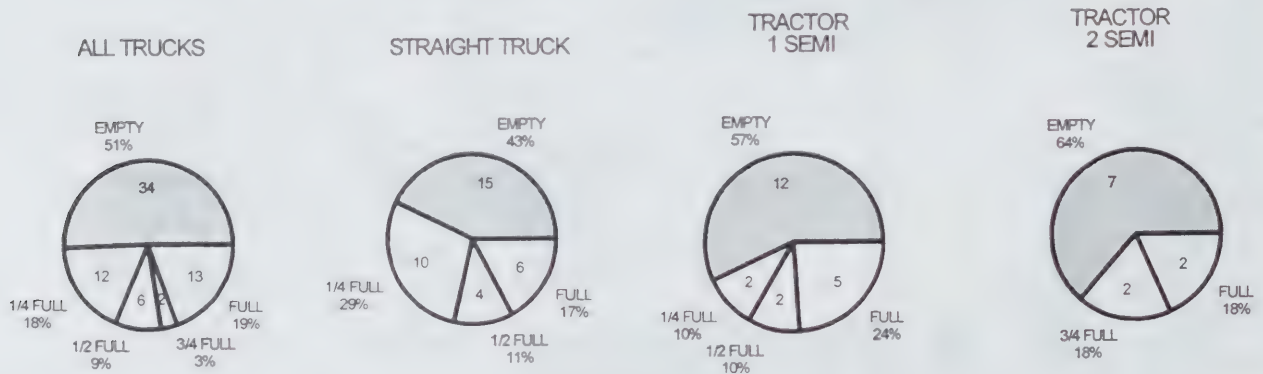
# ELDORADO R13

HWY. 62, STATION #: 115  
DIRECTION: NORTH BOUND

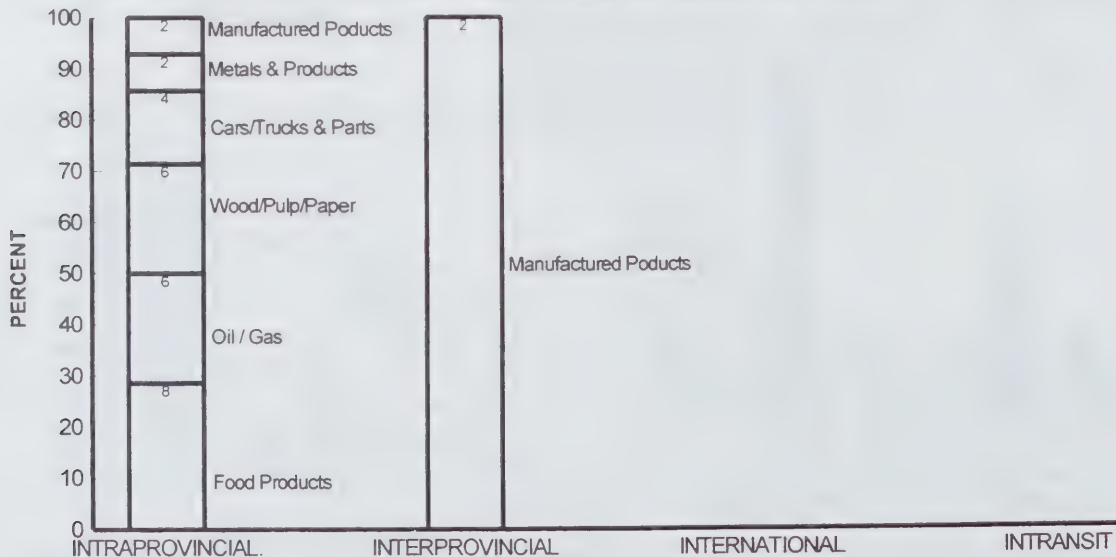
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE





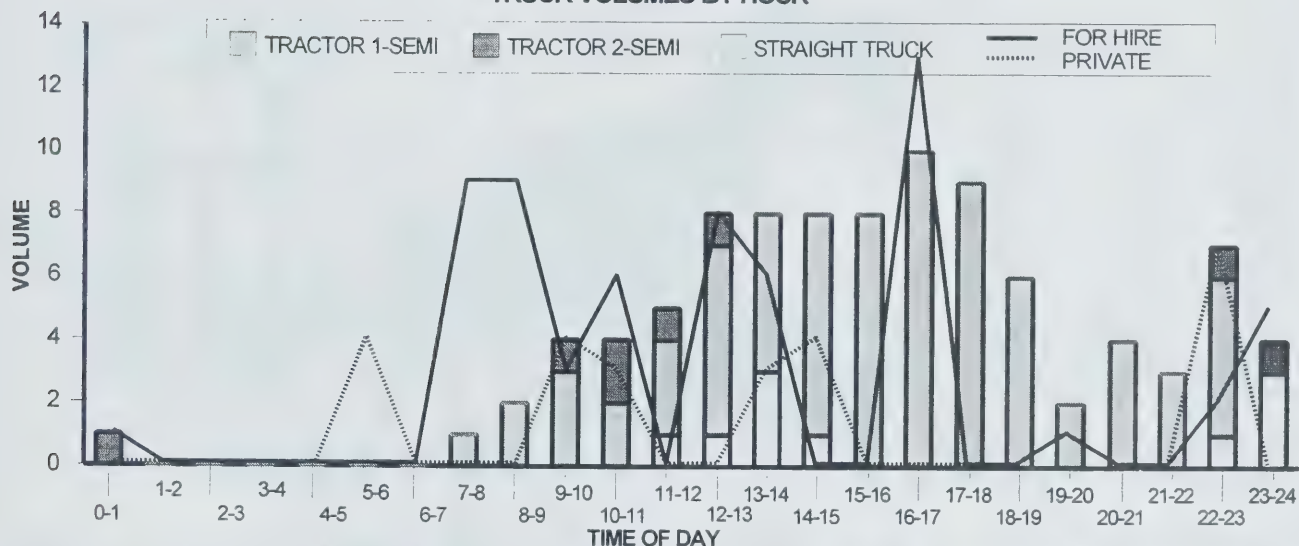
# ELDORADO R13

HWY. 62, STATION #: 116

DIRECTION: SOUTH BOUND

LOCATION: NORTH OF HWY 7 AT ELDORADO

## TRUCK VOLUMES BY HOUR

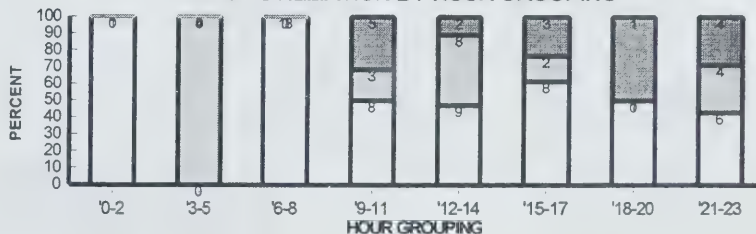


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	1							1	2	4	4	5	8	8	8	8	10	9	6	2	4	3	7	4	94
ALL VEHICLES																									
% COMMERCIAL																									

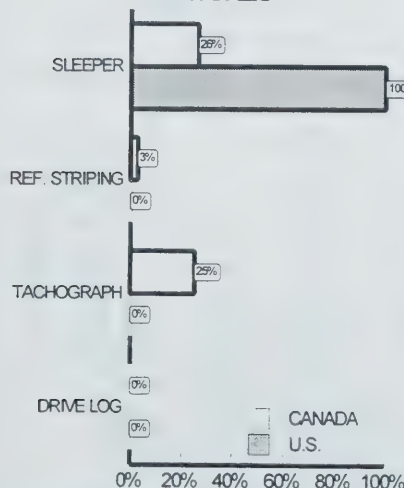
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 5	1	1	11.1%
July 6	7	15	24.6%
TOTALS	8	16	22.9%

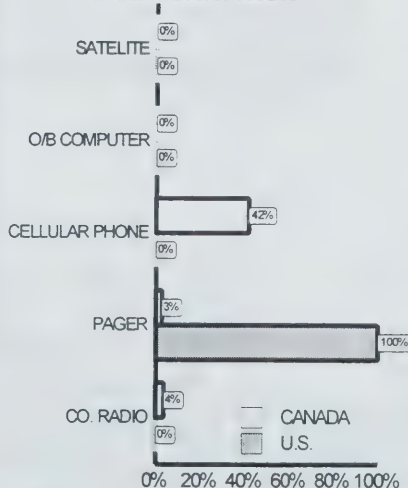
## LEVEL OF UTILIZATION BY HOUR GROUPING



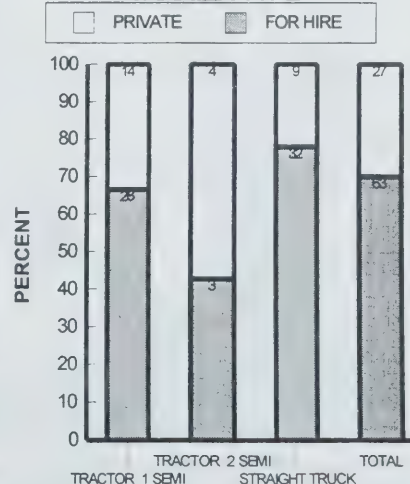
## FEATURES



## COMMUNICATION



## CARRIER TYPE

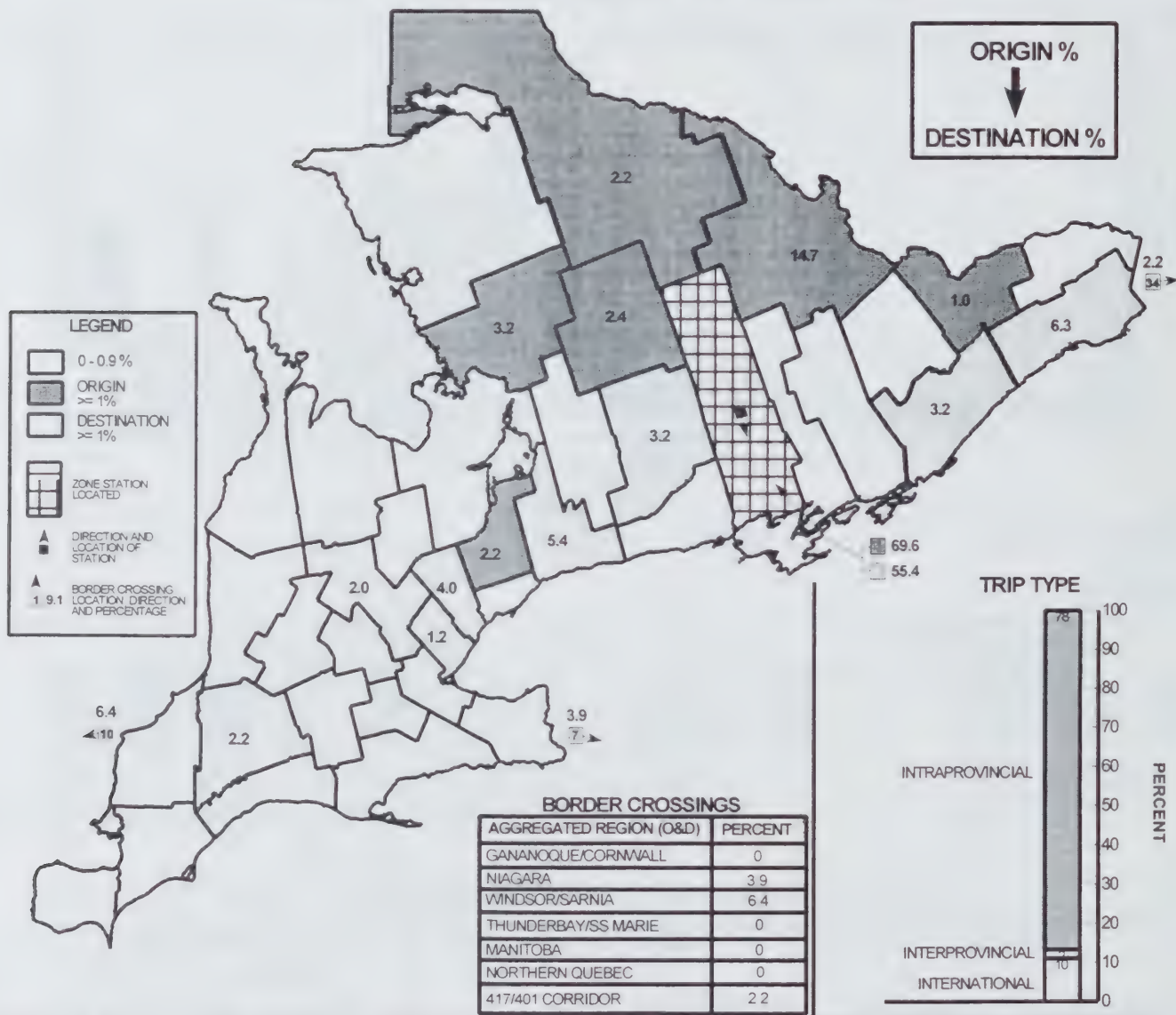


Values represent frequency or mean, unless identified as percent

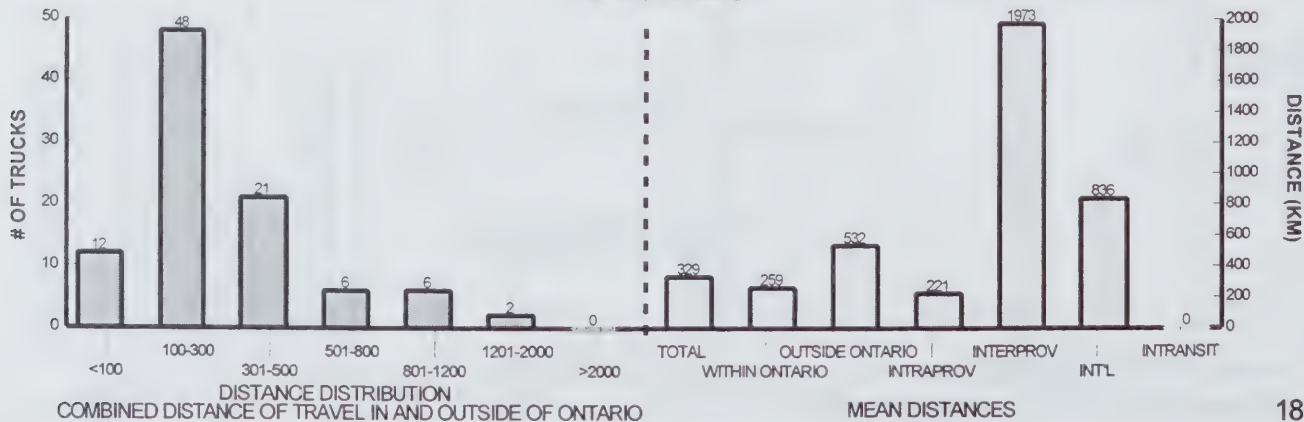
# ELDORADO R13

HWY. 62, STATION #: 116  
DIRECTION: SOUTH BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



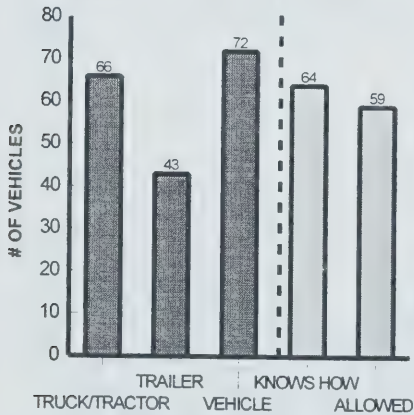
## TRIP DISTANCES



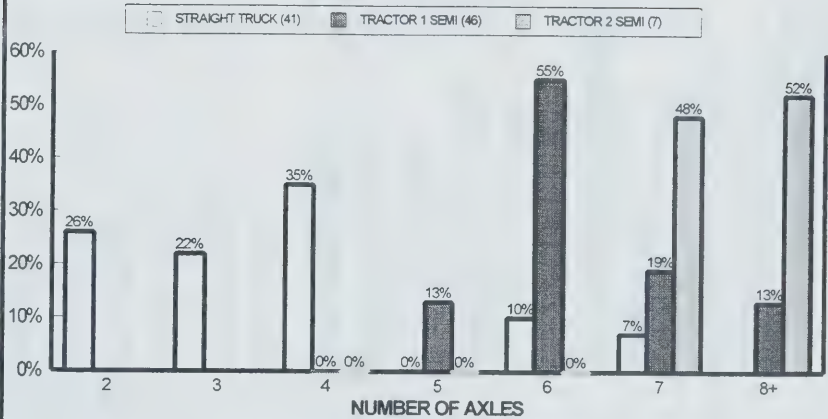
# ELDORADO R13

HWY. 62, STATION #: 116  
DIRECTION: SOUTH BOUND

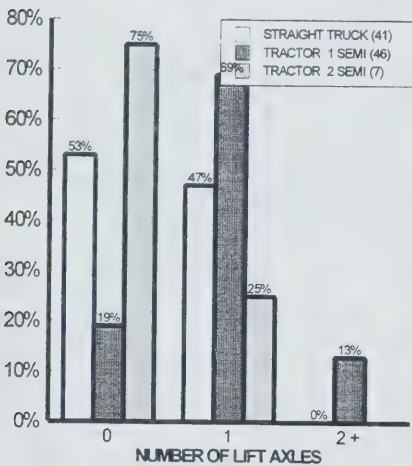
## MANUAL SLACK ADJUSTERS



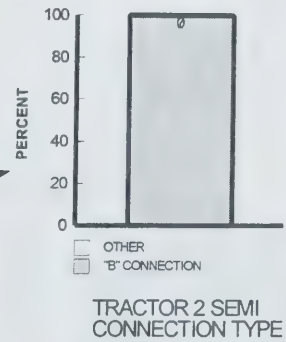
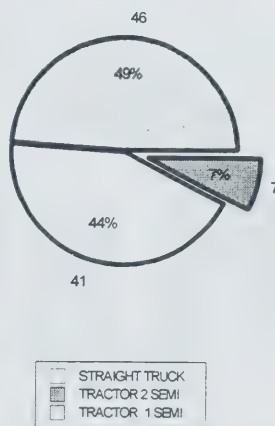
## NUMBER OF AXLES



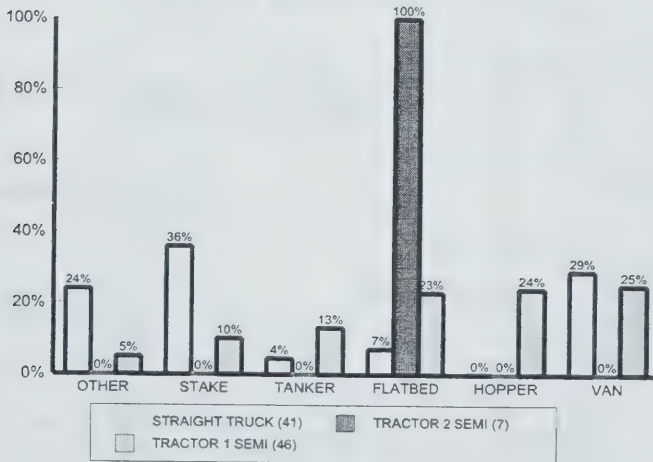
## LIFT AXLES



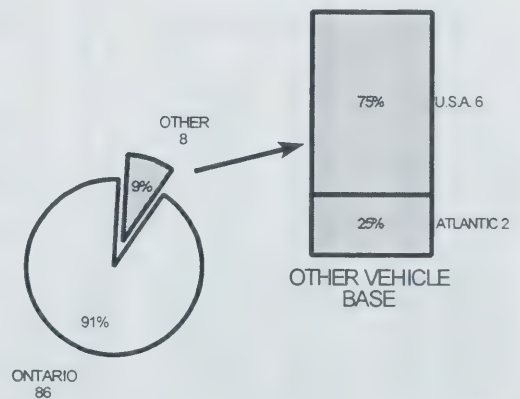
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE





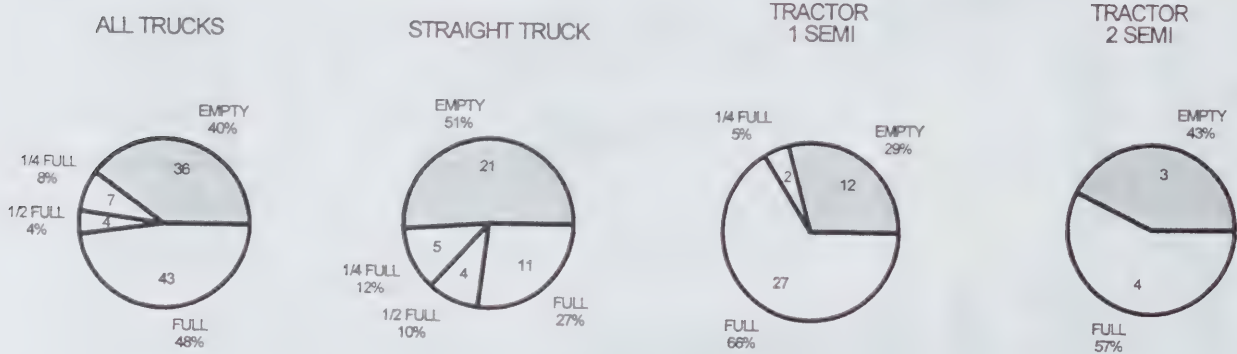
# ELDORADO R13

HWY. 62, STATION #: 116  
DIRECTION: SOUTH BOUND

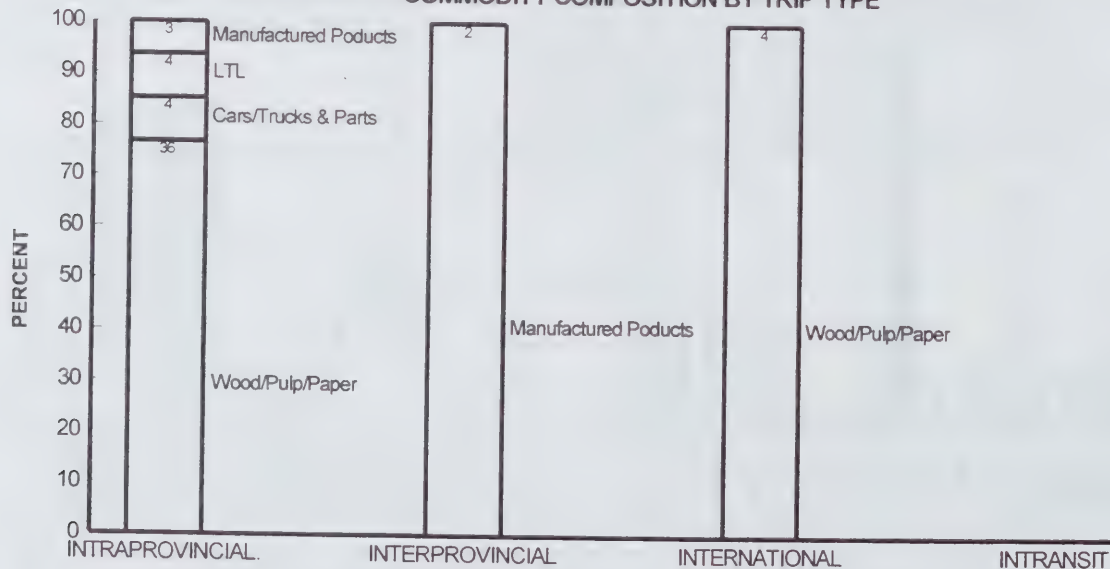
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



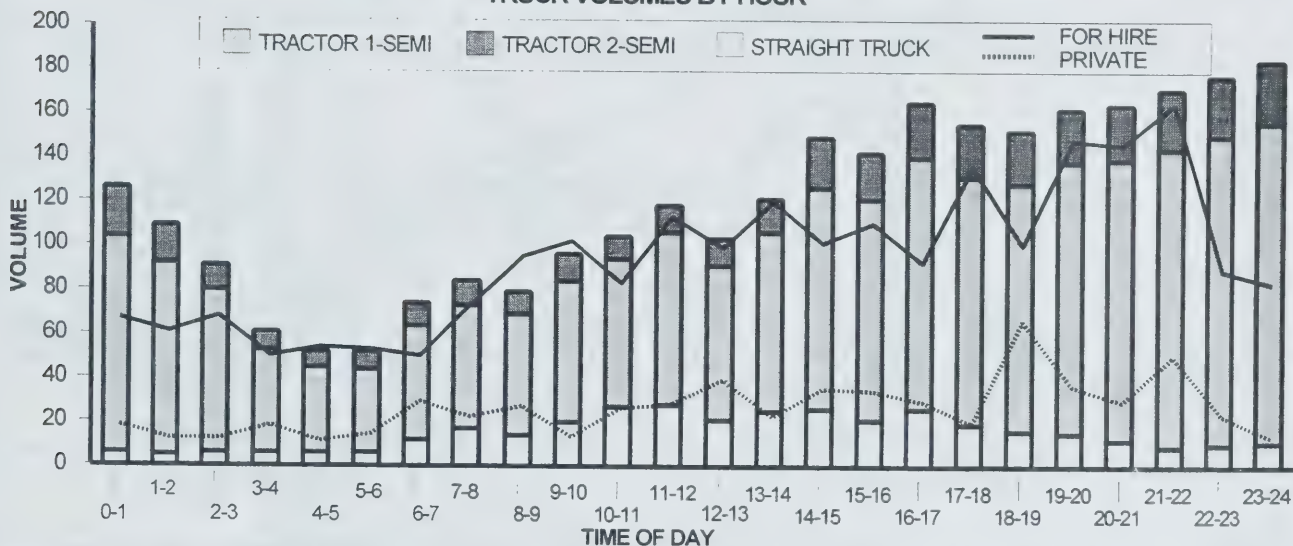
# GANANOQUE 411

HWY. 401, STATION #: 121

DIRECTION: WEST BOUND

LOCATION: HWY. 401, 8.2 KM WEST OF HWY. 137

## TRUCK VOLUMES BY HOUR

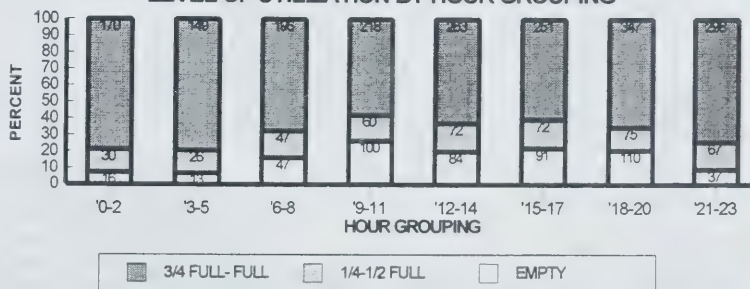


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	125	109	91	61	53	53	74	83	79	96	103	118	103	122	149	141	165	155	153	162	164	170	178	184	2706
ALL VEHICLES	193	155	124	90	83	90	175	299	344	411	466	506	499	522	578	608	685	625	544	474	407	364	313	332	8461
% COMMERCIAL	64.8	70.1	73.2	68.1	64.2	58.4	42.6	27.8	23.0	23.3	22.2	23.2	20.7	23.3	25.8	23.2	24.1	24.8	28.1	34.1	40.3	46.9	56.7	55.4	32.0

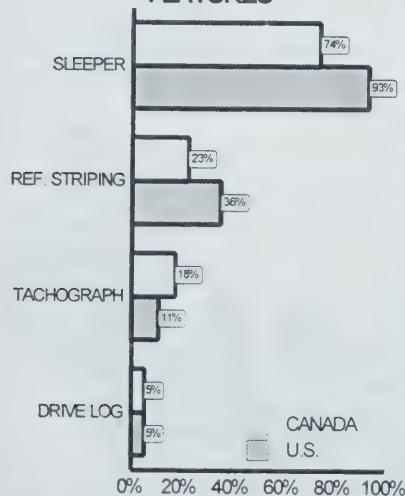
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 7	8	43	95.6%
May 8	12	56	42.1%
May 9	12	65	41.1%
May 10	16	61	39.1%
May 11	24	48	36.9%
May 12	24	71	59.7%
May 13	16	24	60.0%
TOTALS	112	368	46.9%

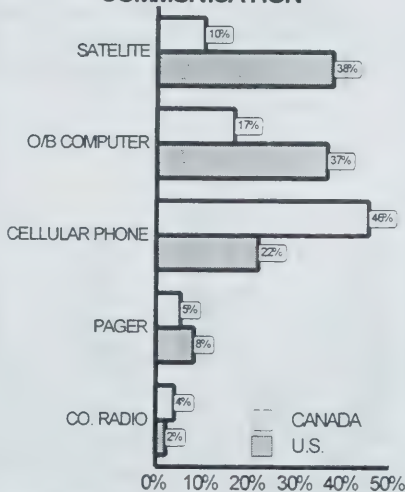
## LEVEL OF UTILIZATION BY HOUR GROUPING



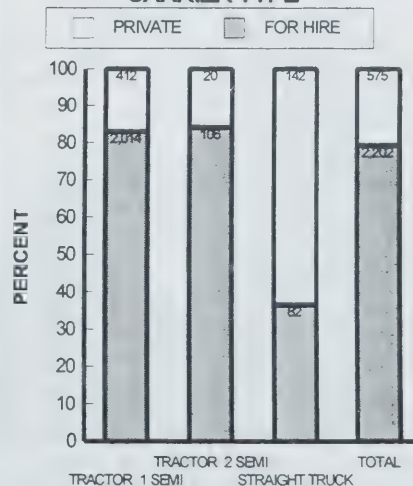
## FEATURES



## COMMUNICATION



## CARRIER TYPE

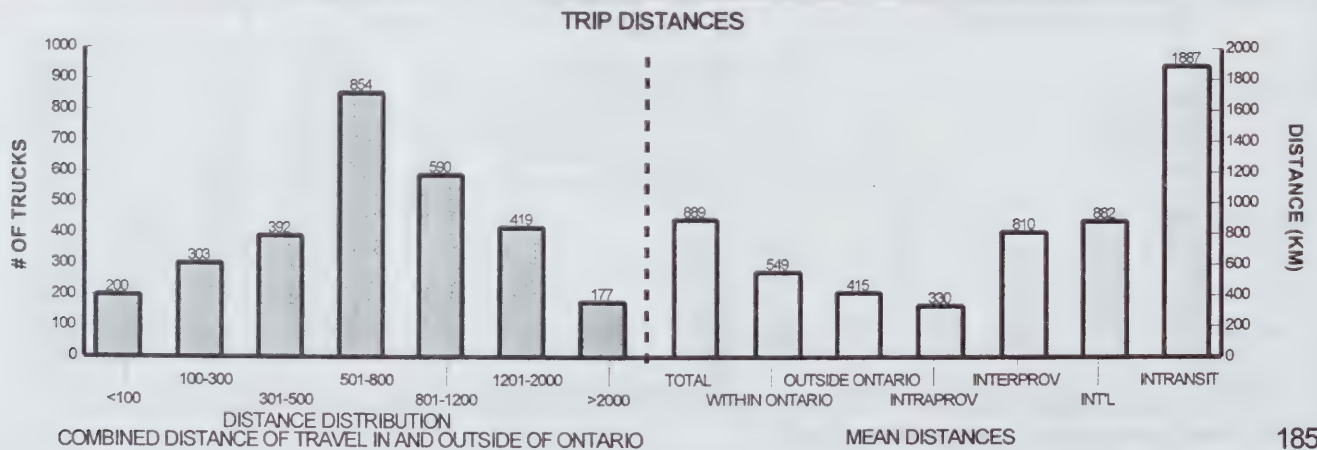
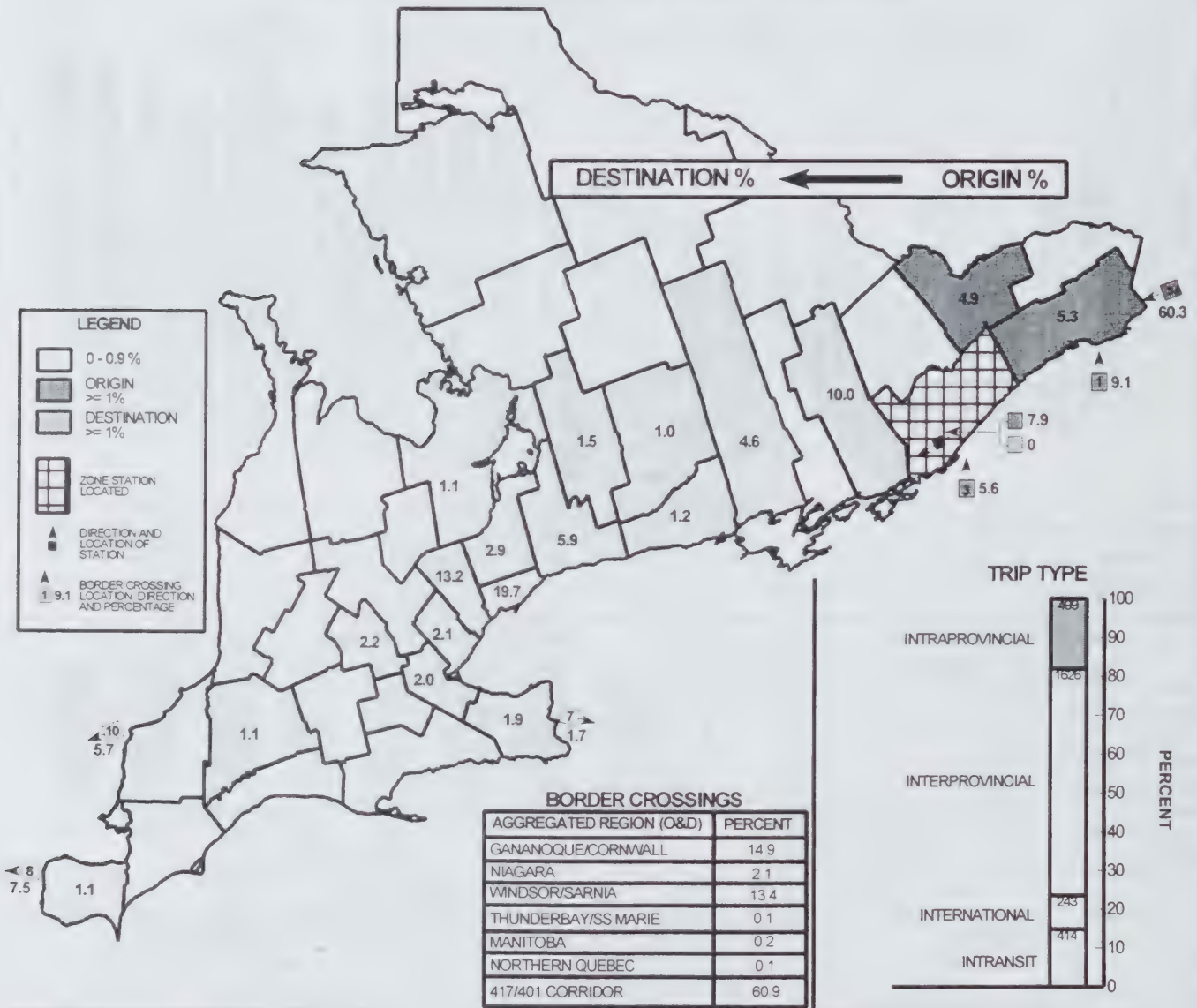


Values represent frequency or mean, unless identified as percent

# GANANOQUE 411

HWY. 401, STATION #. 121  
DIRECTION: WEST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)

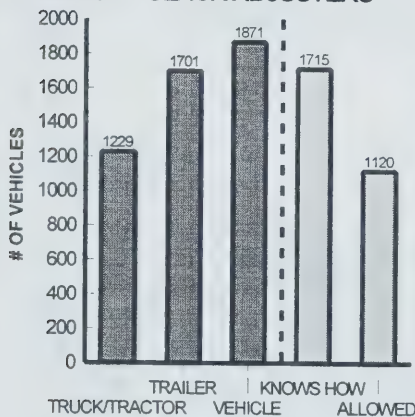




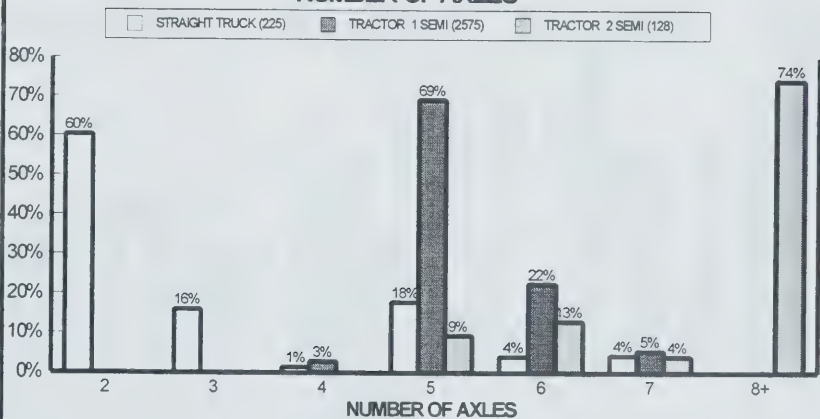
# GANANOQUE 411

HWY. 401, STATION #: 121  
DIRECTION: WEST BOUND

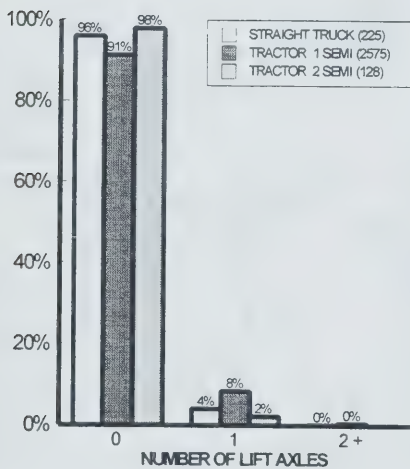
## MANUAL SLACK ADJUSTERS



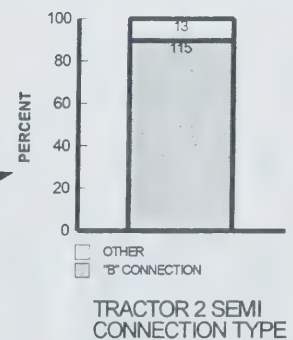
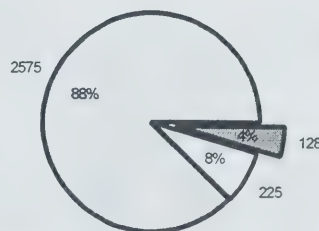
## NUMBER OF AXLES



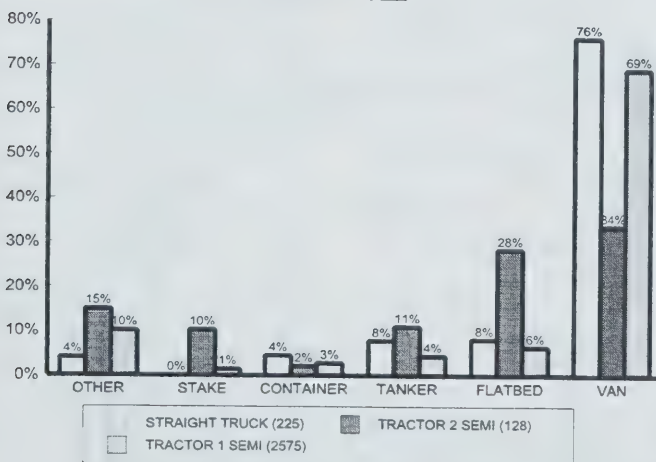
## LIFT AXLES



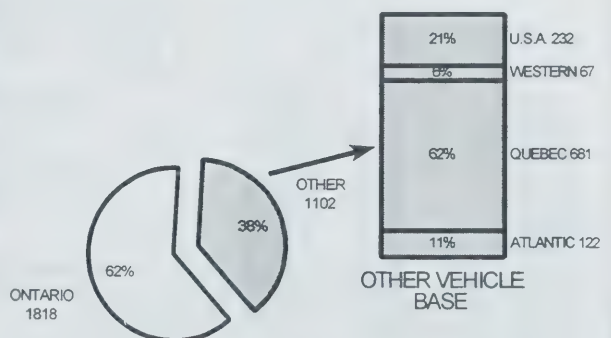
## VEHICLE CONFIGURATION



## BODY STYLE



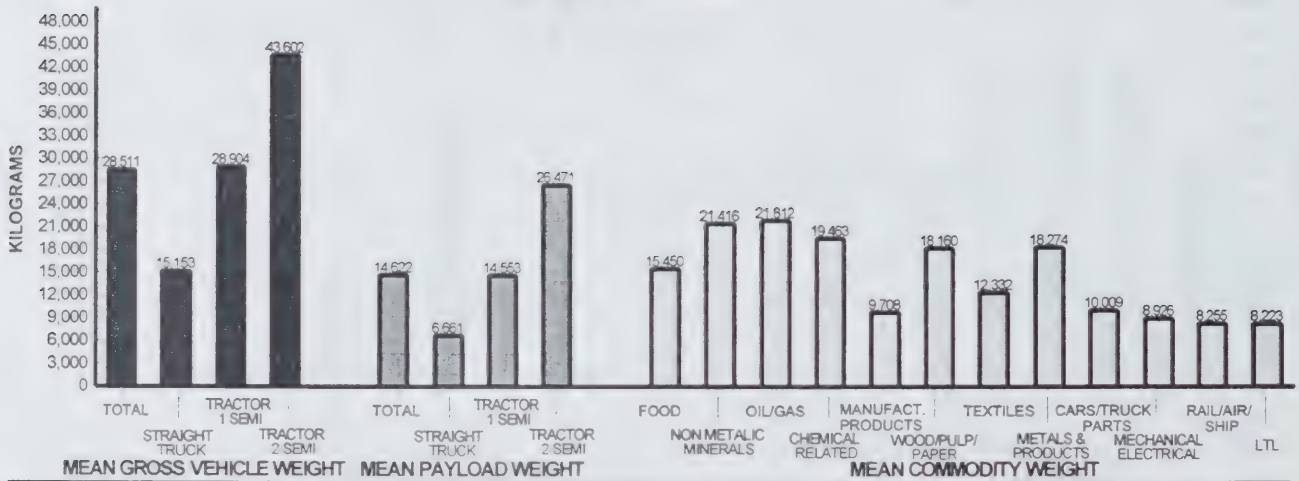
## VEHICLE BASE



# GANANOQUE 411

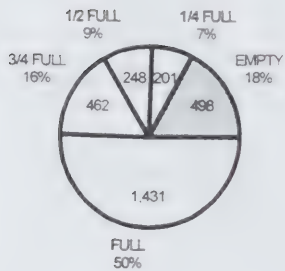
HWY. 401, STATION #: 121  
DIRECTION: WEST BOUND

## MEAN WEIGHTS

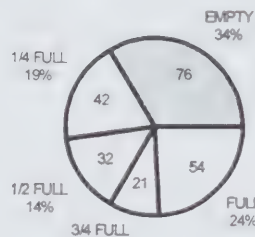


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

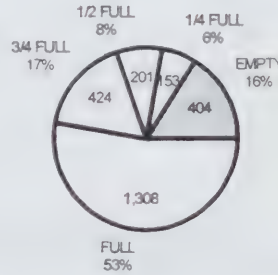
### ALL TRUCKS



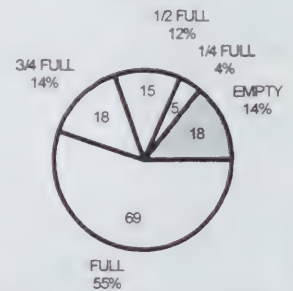
### STRAIGHT TRUCK



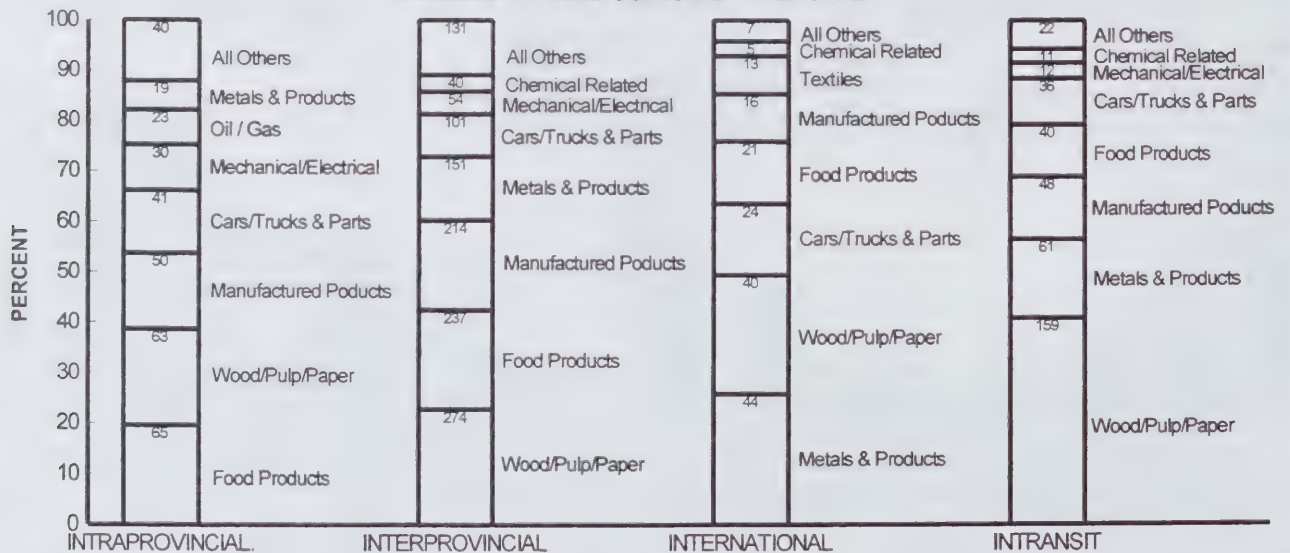
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE



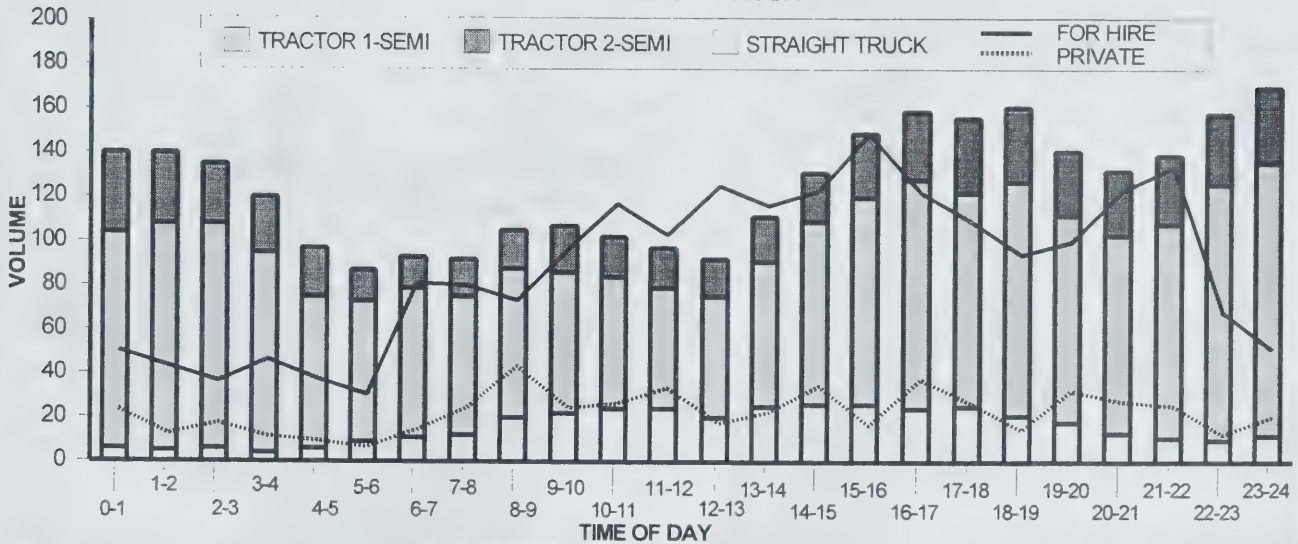
# GANANOQUE 412

HWY. 401, STATION #: 120

DIRECTION: EAST BOUND

LOCATION: HWY. 401, 8.2 KM WEST OF HWY. 137

## TRUCK VOLUMES BY HOUR

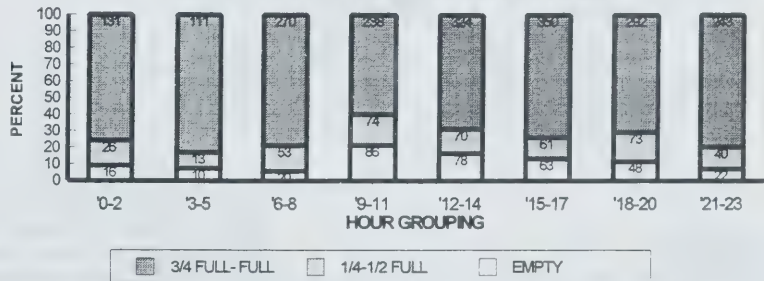


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	140	141	135	121	98	86	93	91	105	107	102	97	92	111	131	149	160	156	161	141	132	139	158	170	3016
ALL VEHICLES	188	190	169	149	122	133	211	302	368	401	438	451	483	557	630	669	696	655	555	450	417	391	362	359	9346
% COMMERCIAL	74.5	73.9	79.9	81.0	80.5	64.4	44.3	30.2	28.5	26.7	23.3	21.5	19.1	19.9	20.7	22.3	22.9	23.7	28.9	31.4	31.7	35.6	43.7	47.7	32.3

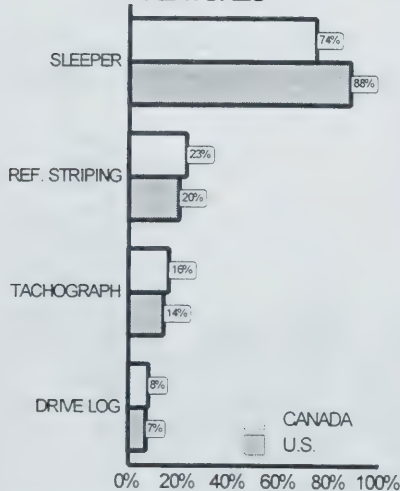
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 7	8	22	78.6%
May 8	16	57	40.4%
May 9	15	59	33.9%
May 10	15	53	26.6%
May 11	13	45	30.0%
May 12	15	63	35.6%
May 13	9	26	50.0%
TOTALS	91	325	35.3%

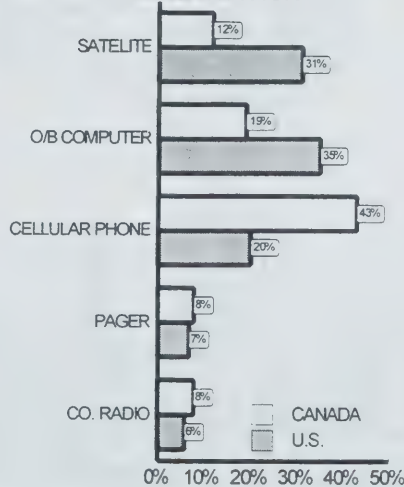
## LEVEL OF UTILIZATION BY HOUR GROUPING



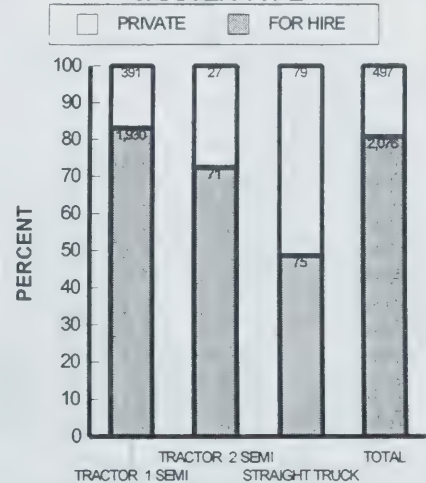
## FEATURES



## COMMUNICATION



## CARRIER TYPE



Values represent frequency or mean, unless identified as percent

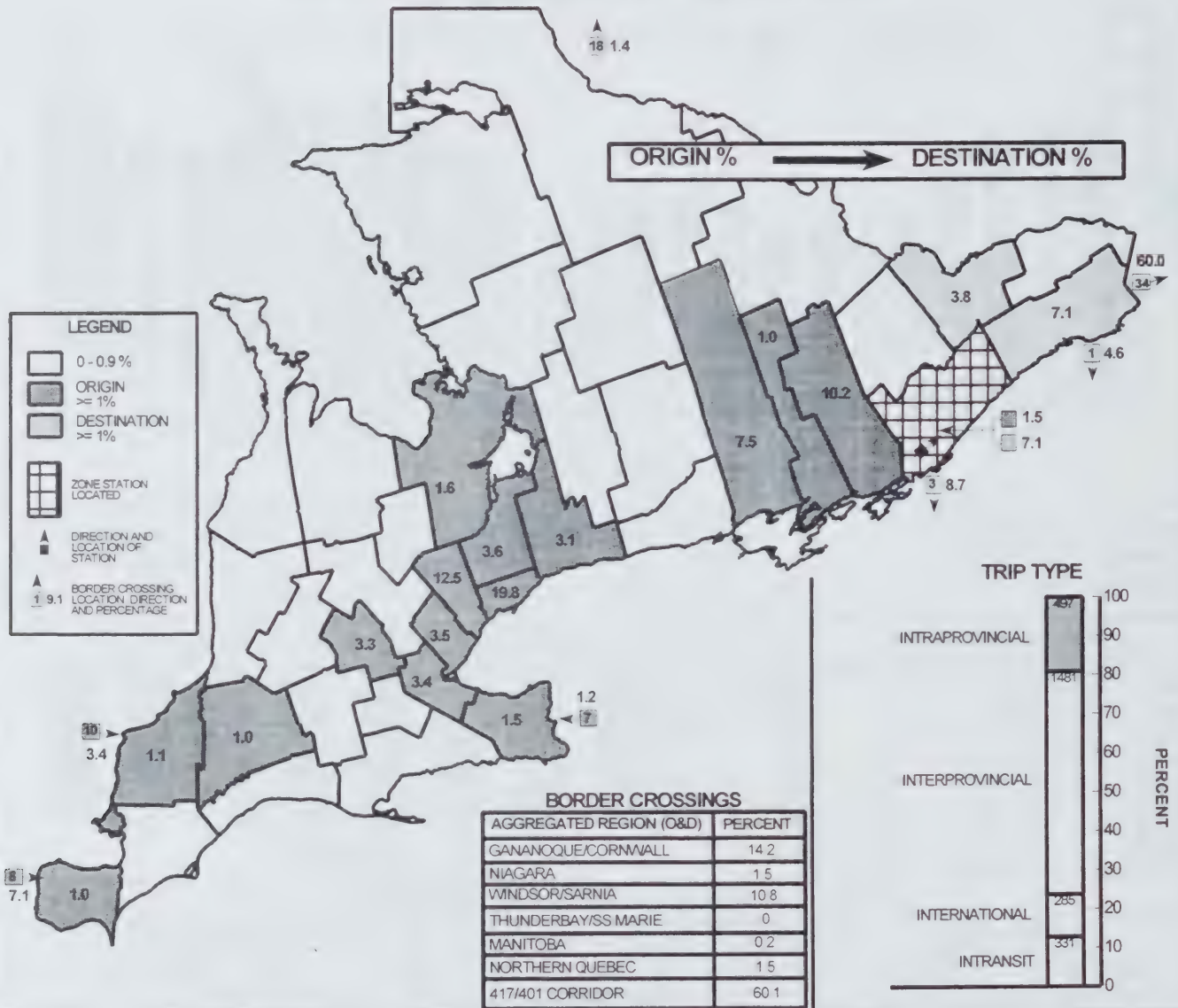


# GANANOQUE 412

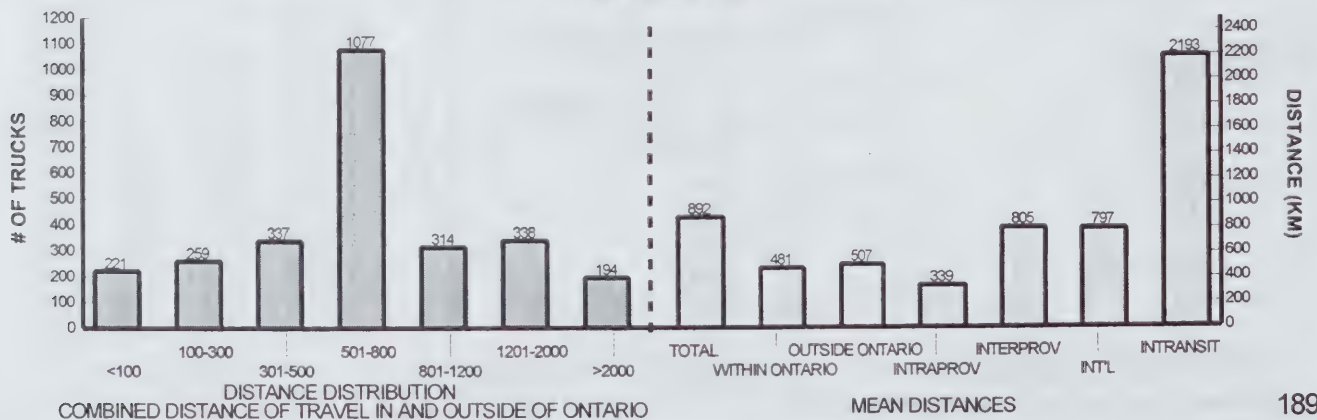
HWY. 401, STATION #: 120

DIRECTION: EAST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



# GANANOQUE 412

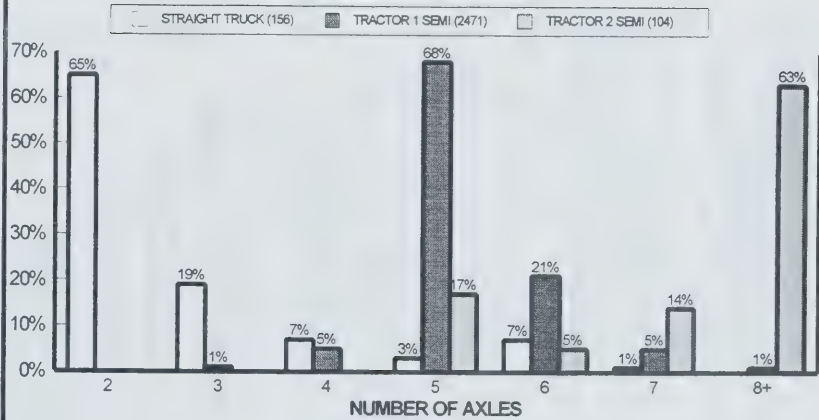
HWY. 401, STATION #: 120

DIRECTION: EAST BOUND

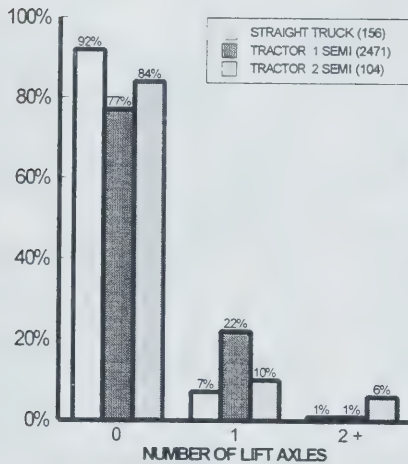
## MANUAL SLACK ADJUSTERS



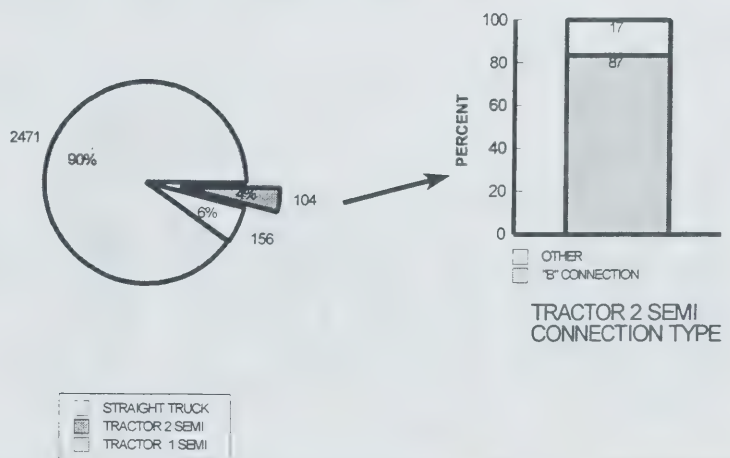
## NUMBER OF AXLES



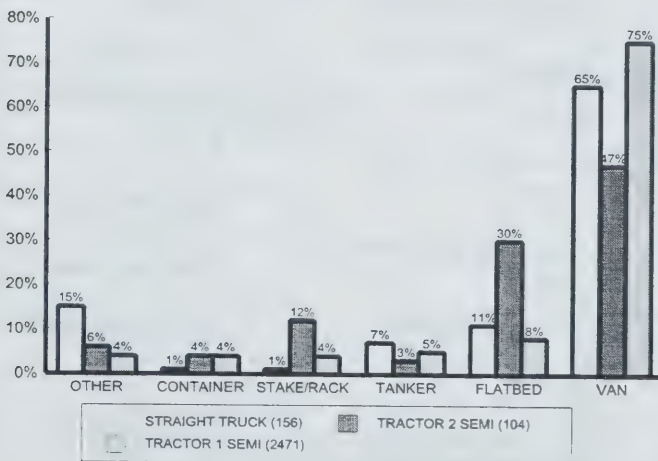
## LIFT AXLES



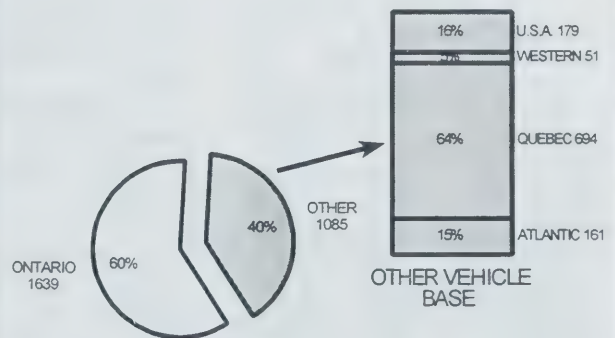
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

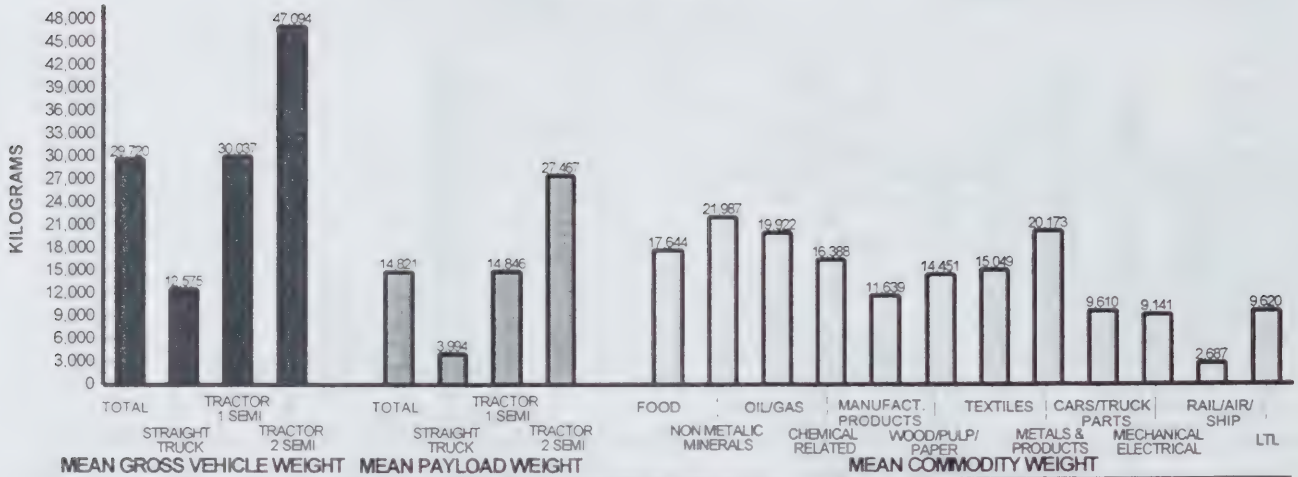


# GANANOQUE 412

HWY. 401, STATION #: 120

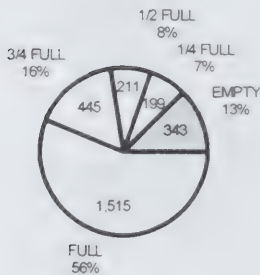
DIRECTION: EAST BOUND

## MEAN WEIGHTS

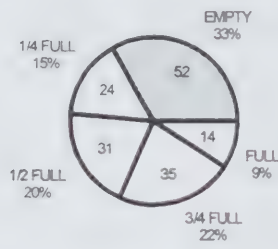


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

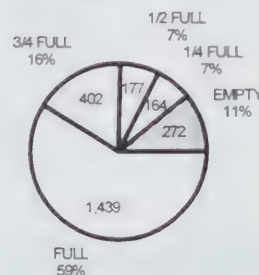
### ALL TRUCKS



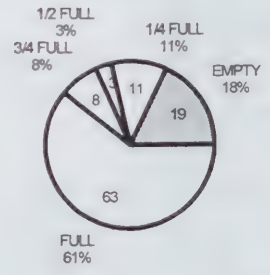
### STRAIGHT TRUCK



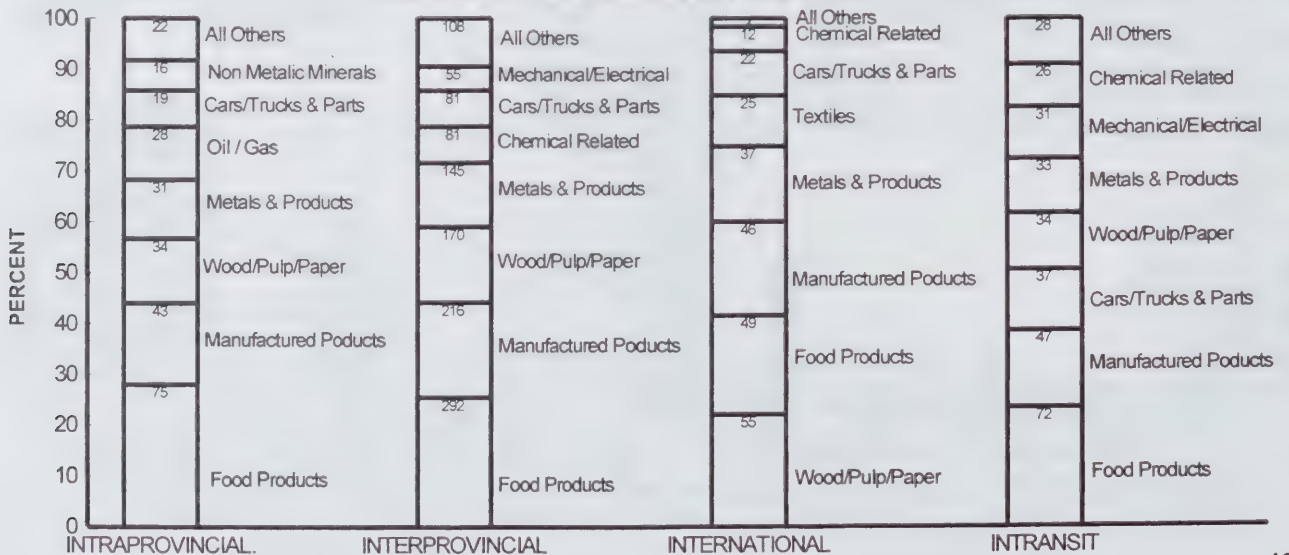
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE





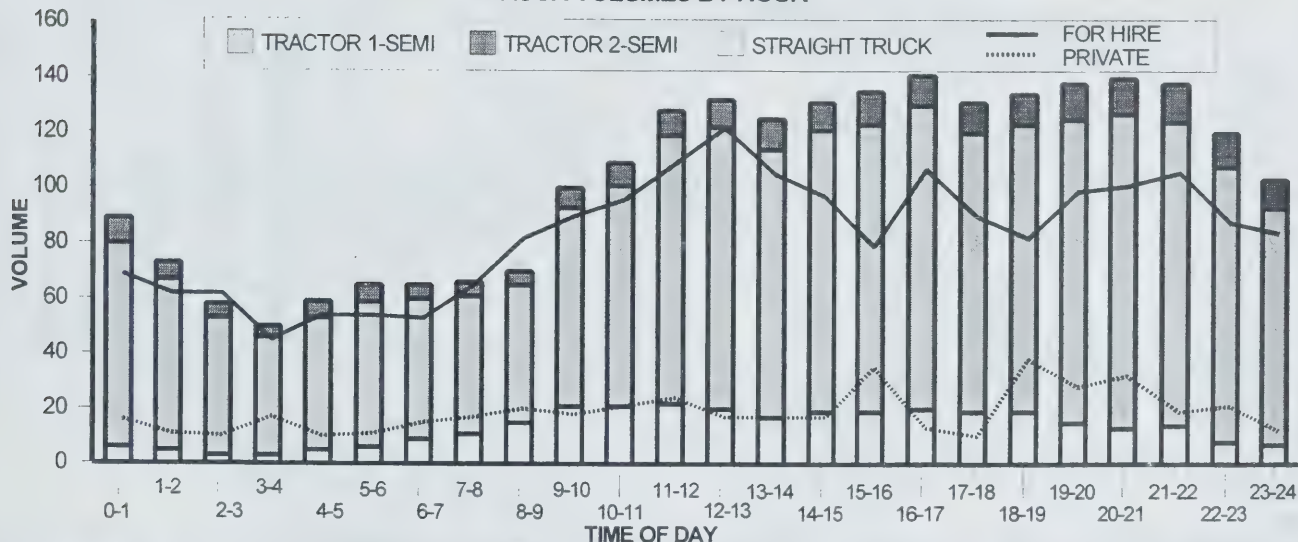
# LANCASTER 413

HWY. 401, STATION #: 138

DIRECTION: WEST BOUND

LOCATION: AT LANCASTER HWY. 2 JUNCTION

## TRUCK VOLUMES BY HOUR

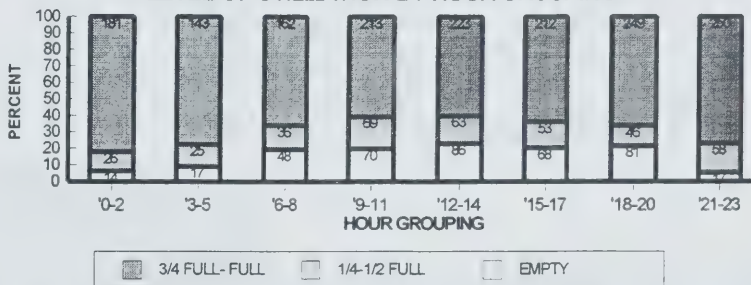


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	89	73	58	50	59	65	65	66	70	100	109	128	132	125	131	135	141	131	134	138	140	138	120	103	2500
ALL VEHICLES	176	135	105	94	108	155	230	311	366	504	595	615	584	558	559	612	606	550	525	481	417	355	290	238	9169
% COMMERCIAL	50.6	54.1	55.2	53.2	54.6	41.9	28.3	21.2	19.1	19.8	18.3	20.8	22.6	22.4	23.4	22.1	23.3	23.8	25.5	28.7	33.6	38.9	41.4	43.3	27.7

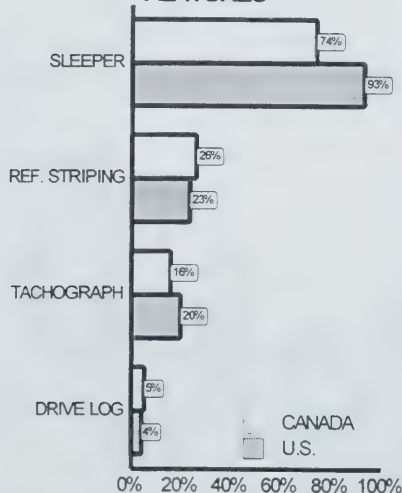
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
JUNE 24	18	119	175.0%
JUNE 25	24	133	155.0%
JUNE 26	24	163	75.5%
JUNE 27	24	177	63.9%
JUNE 28	24	183	55.3%
JUNE 29	24	196	65.3%
JUNE 30	29	200	75.8%
TOTALS	167	1171	75.9%

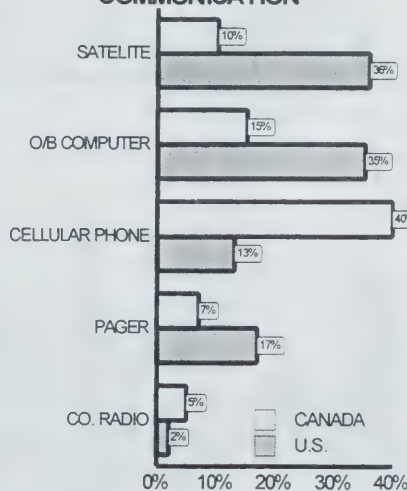
## LEVEL OF UTILIZATION BY HOUR GROUPING



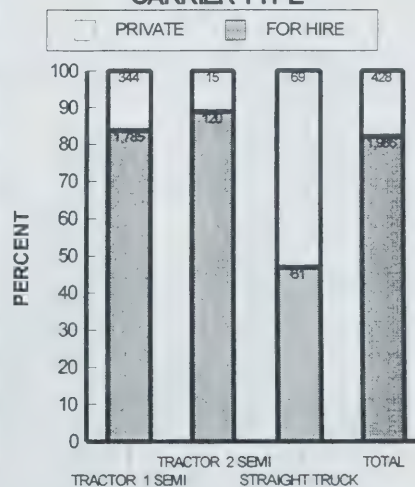
## FEATURES



## COMMUNICATION



## CARRIER TYPE



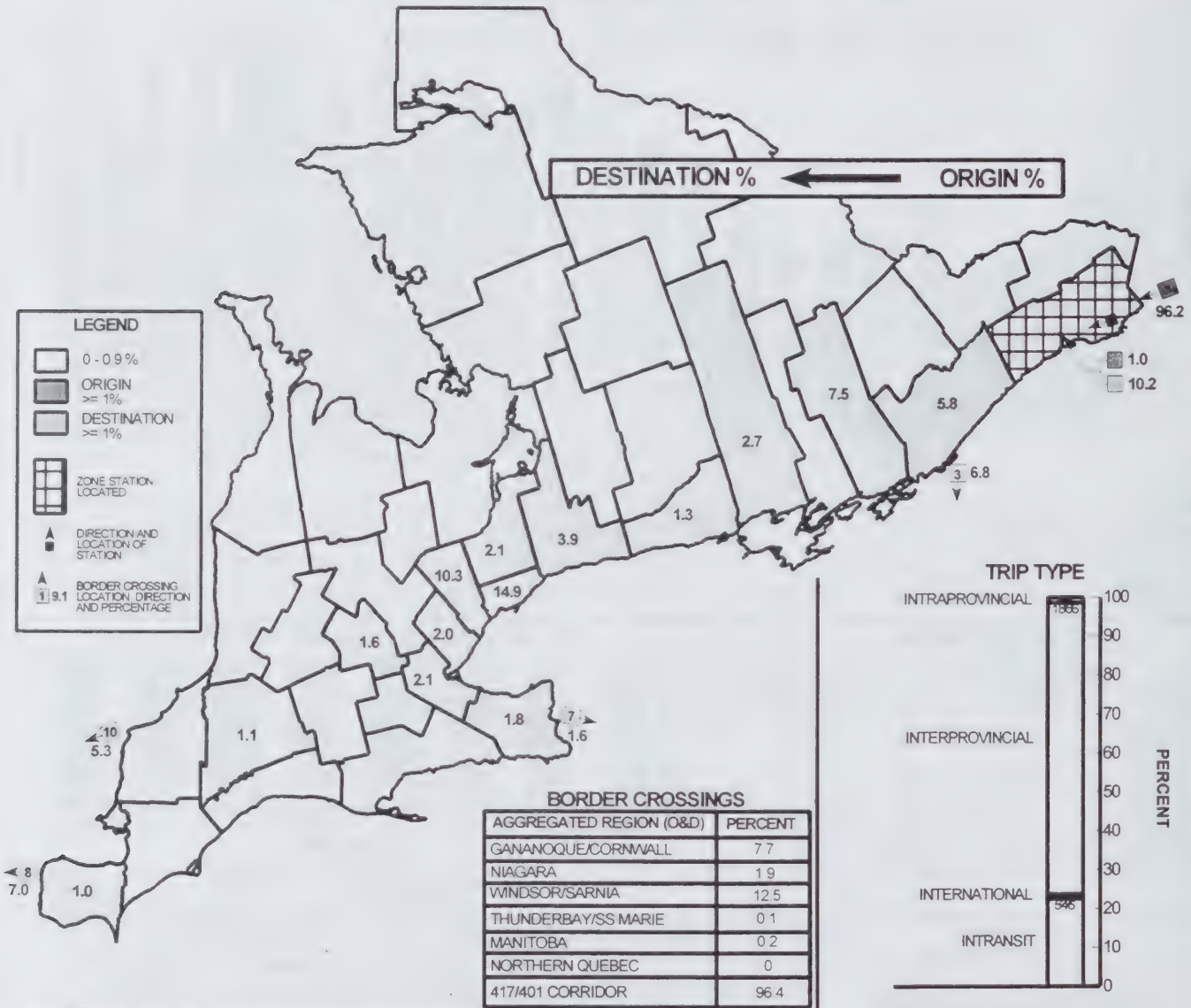
Values represent frequency or mean, unless identified as percent

# LANCASTER 413

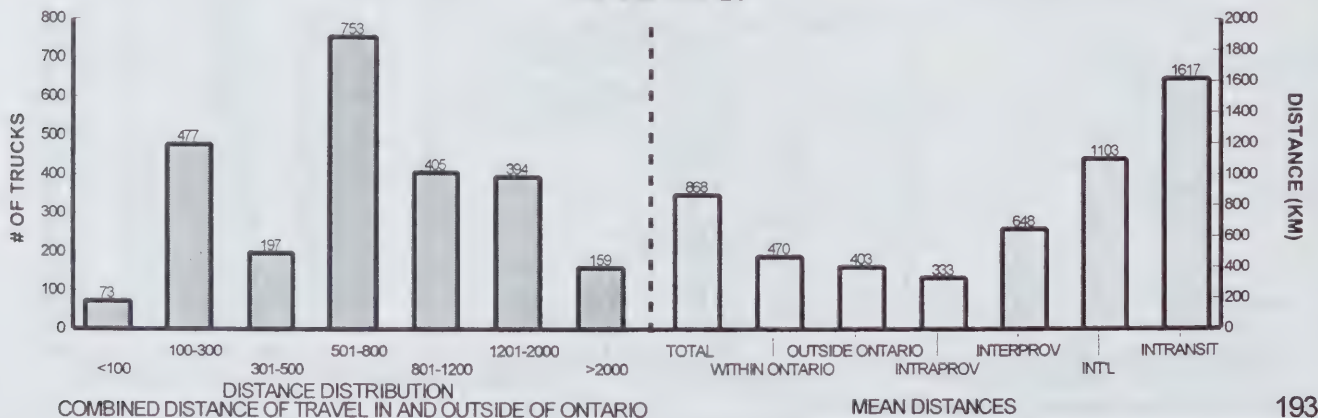
HWY. 401, STATION #: 138

DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



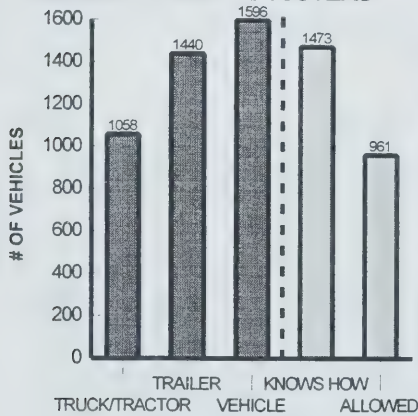


# LANCASTER 413

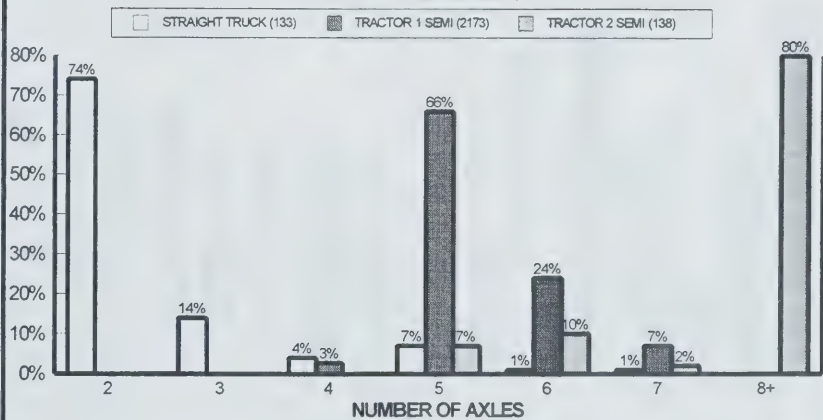
HWY. 401, STATION #: 138

DIRECTION: WEST BOUND

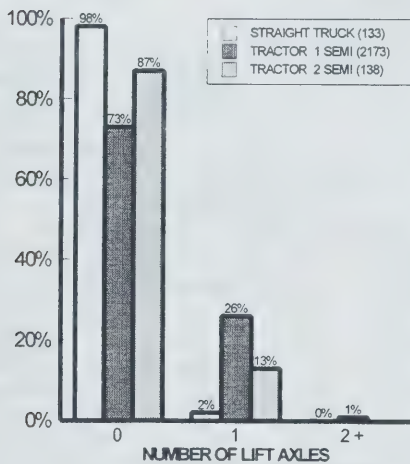
## MANUAL SLACK ADJUSTERS



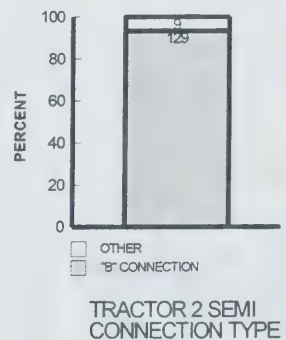
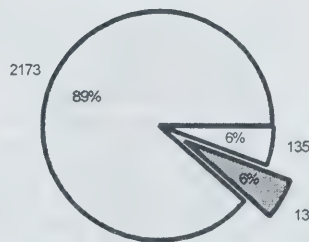
## NUMBER OF AXLES



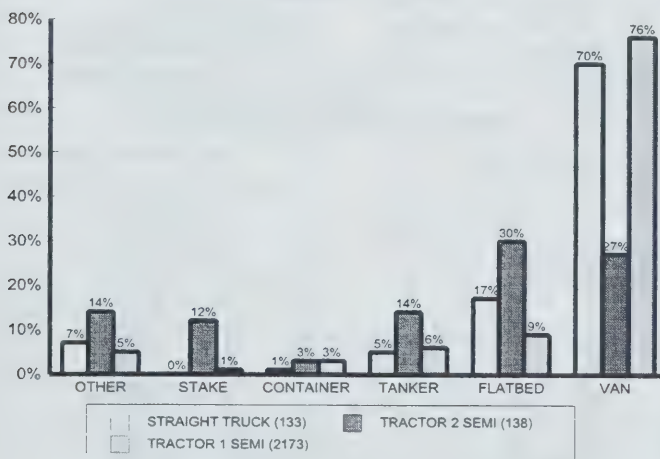
## LIFT AXLES



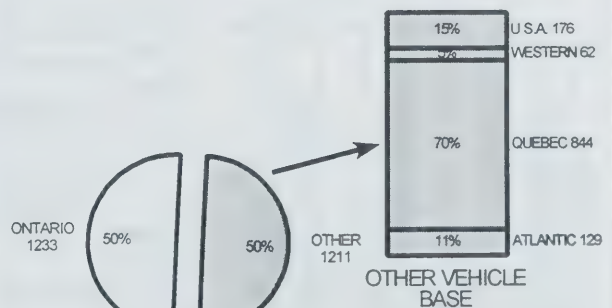
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE



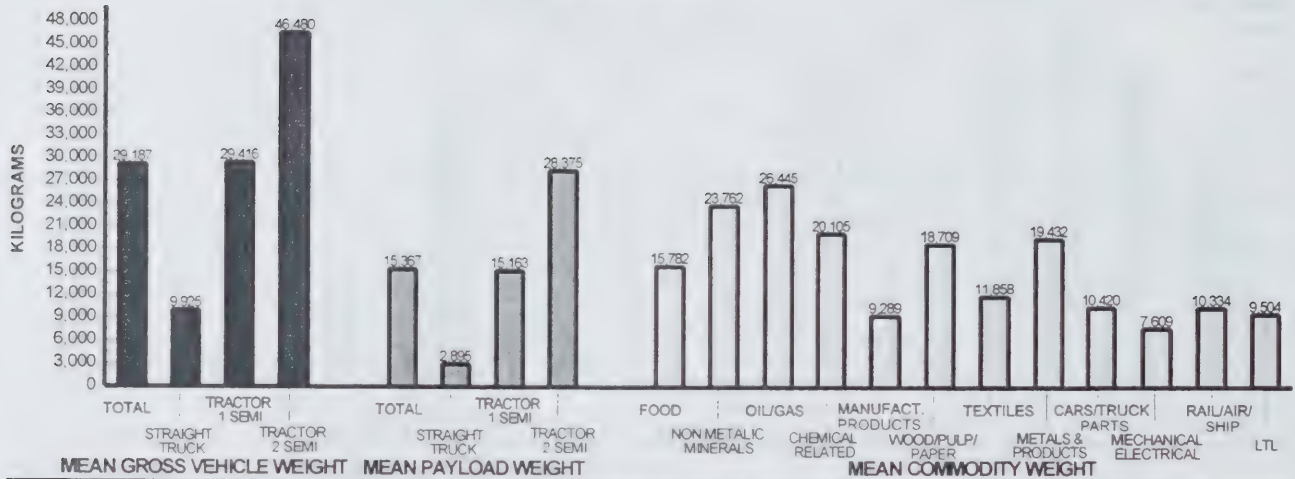


# LANCASTER 413

HWY. 401, STATION #: 138

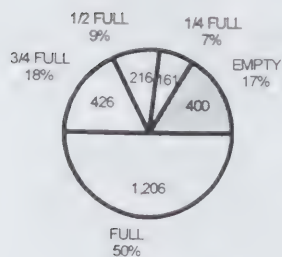
DIRECTION: WEST BOUND

## MEAN WEIGHTS

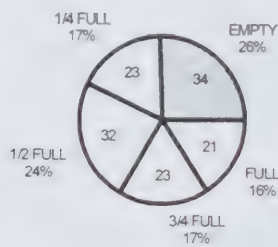


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

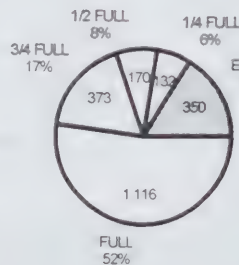
### ALL TRUCKS



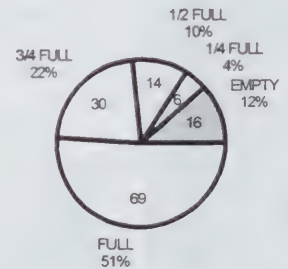
### STRAIGHT TRUCK



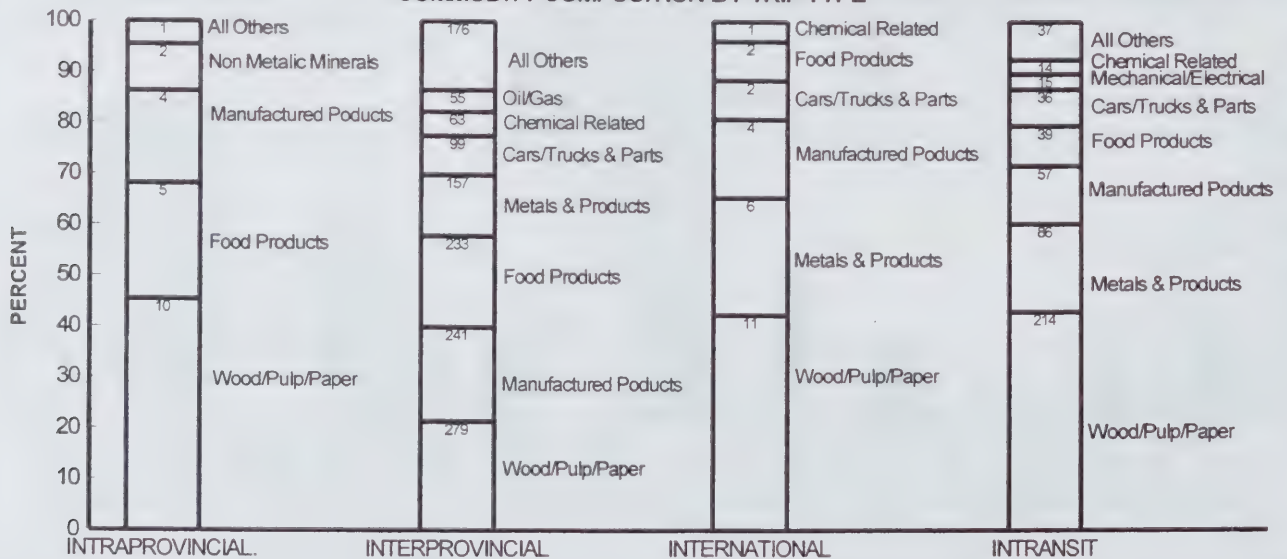
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE



# CURRY HILL 414

HWY. 401, STATION #: 100  
DIRECTION: EAST BOUND  
LOCATION: 12.8 KM EAST OF LANCASTER

## TRUCK VOLUMES BY HOUR

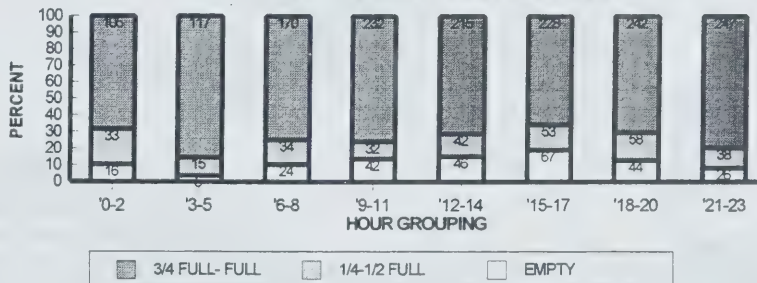


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	89	83	83	90	97	107	108	108	105	109	108	91	92	91	93	85	92	125	102	102	103	101	106	91	2361
ALL VEHICLES	279	235	212	206	204	242	280	309	311	353	401	394	423	429	491	472	525	604	527	483	434	404	377	312	8907
% COMMERCIAL	31.9	35.3	39.2	43.7	47.5	44.2	38.6	35.0	33.8	30.9	26.9	23.1	21.7	21.2	18.9	18.0	17.5	20.7	19.4	21.1	23.7	25.0	28.1	29.2	26.5

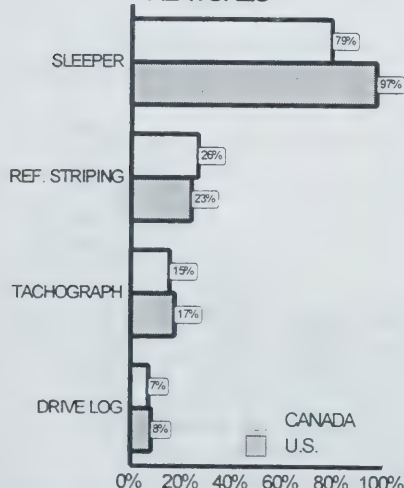
### SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
JULY 6	17	144	62.3%
JULY 7	23	248	87.6%
JULY 8	6	54	96.4%
SEPT 5,6	23	51	21.8%
SEPT 7	22	78	47.0%
SEPT 8	22	79	76.0%
SEPT 9,10	33	132	81.0%
TOTALS	146	786	62.8%

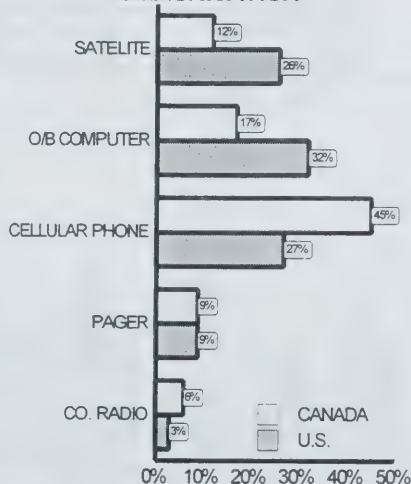
### LEVEL OF UTILIZATION BY HOUR GROUPING



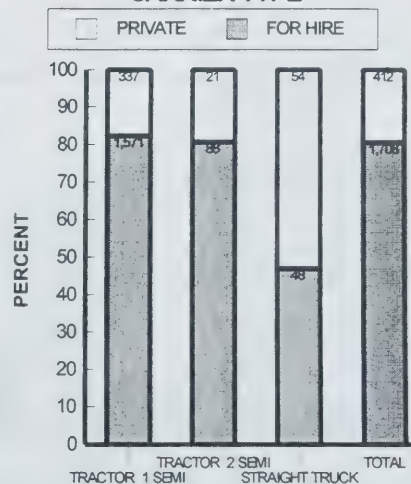
### FEATURES



### COMMUNICATION



### CARRIER TYPE



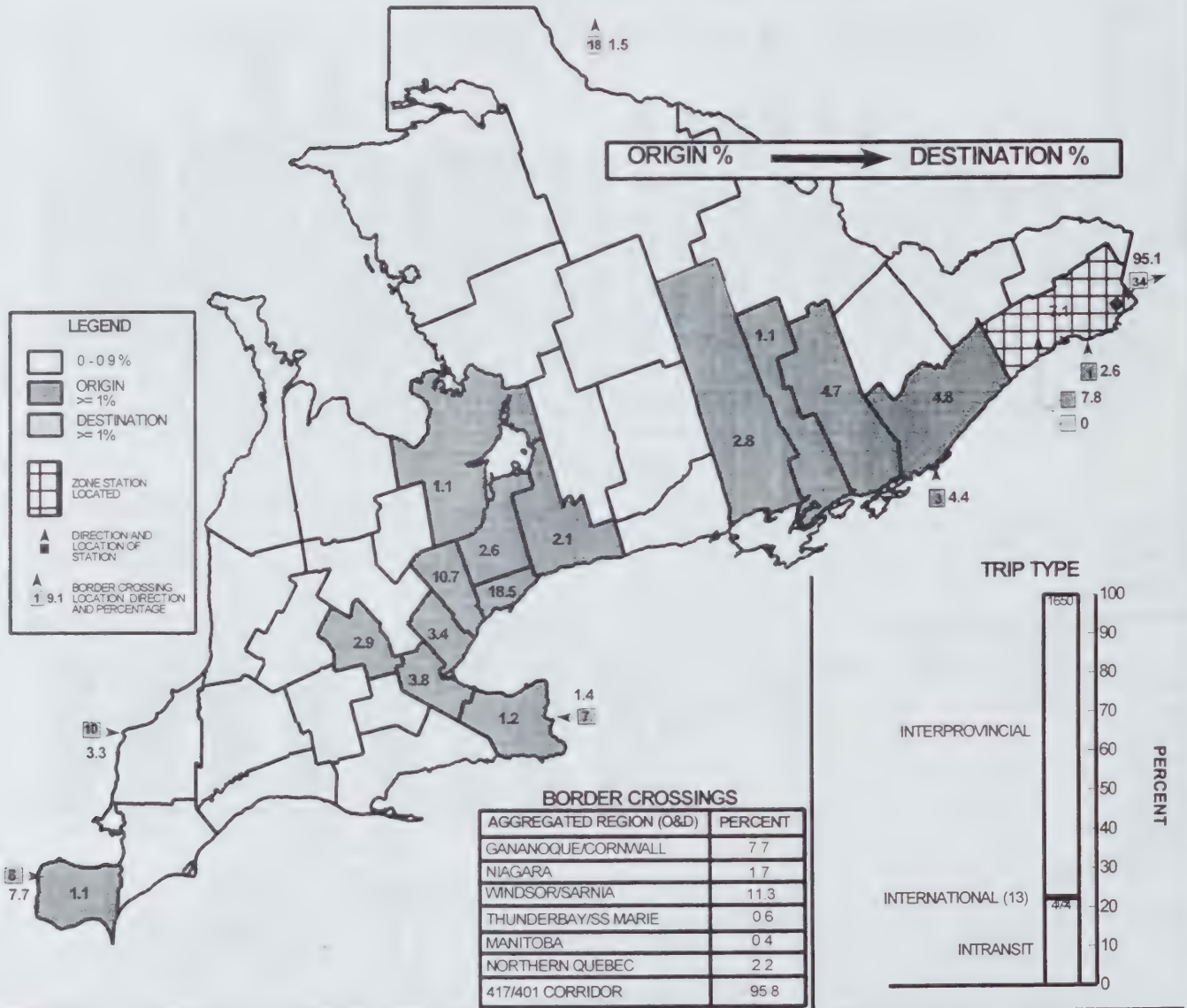
Values represent frequency or mean, unless identified as percent



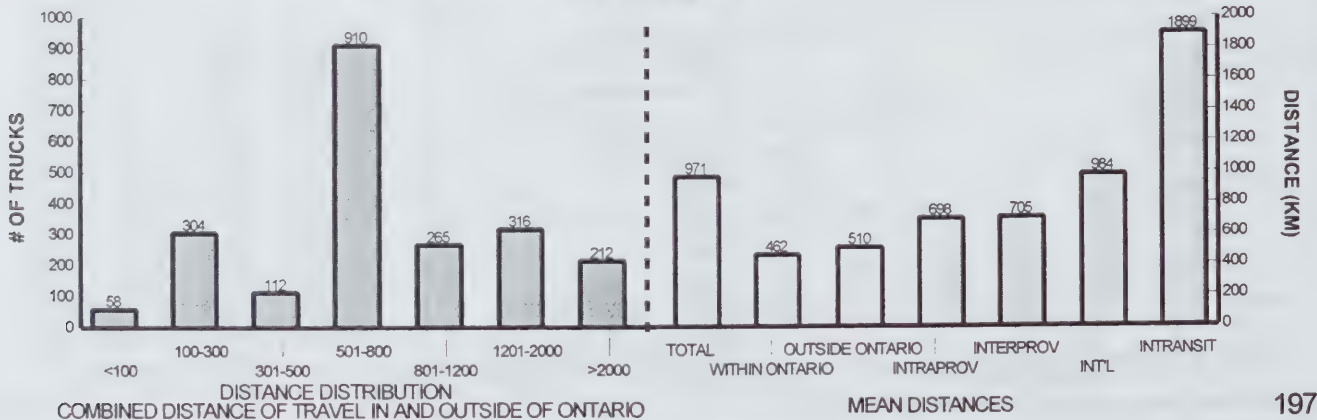
# CURRY HILL 414

HWY. 401, STATION #. 100  
DIRECTION: EAST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



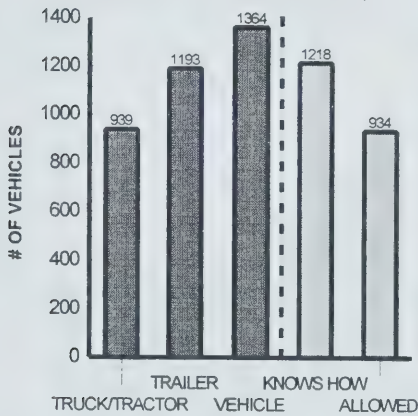


# CURRY HILL 414

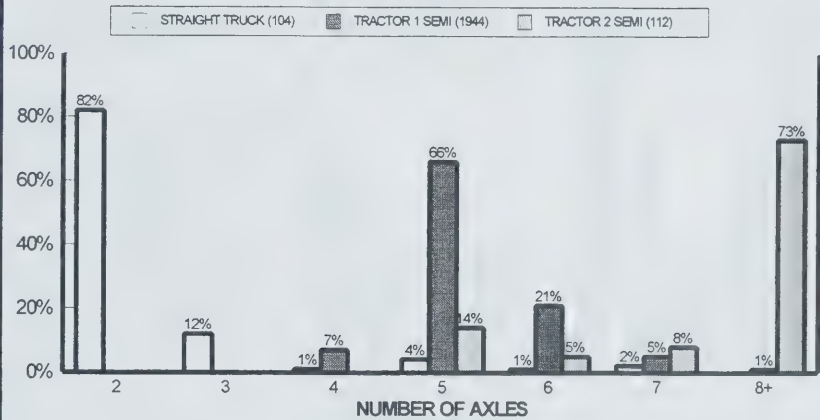
HWY. 401, STATION #: 100

DIRECTION: EAST BOUND

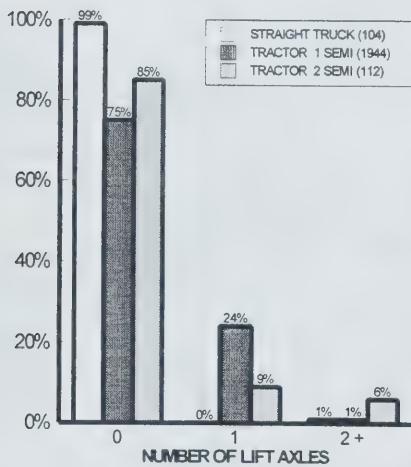
## MANUAL SLACK ADJUSTERS



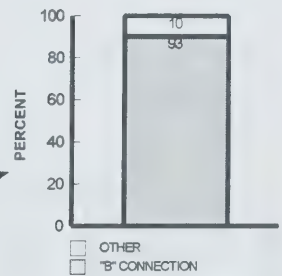
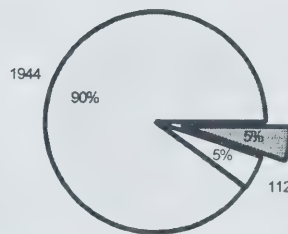
## NUMBER OF AXLES



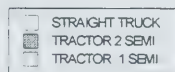
## LIFT AXLES



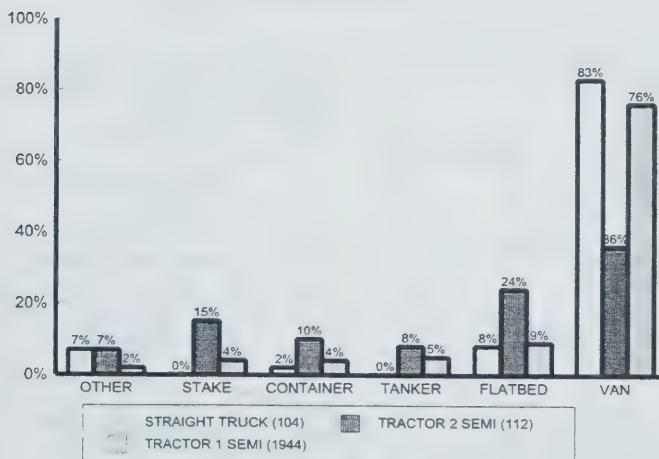
## VEHICLE CONFIGURATION



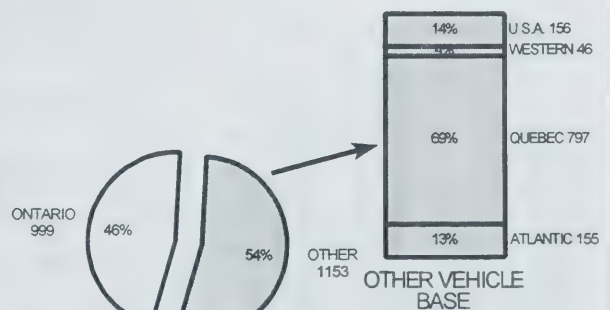
TRACTOR 2 SEMI  
CONNECTION TYPE



## BODY STYLE



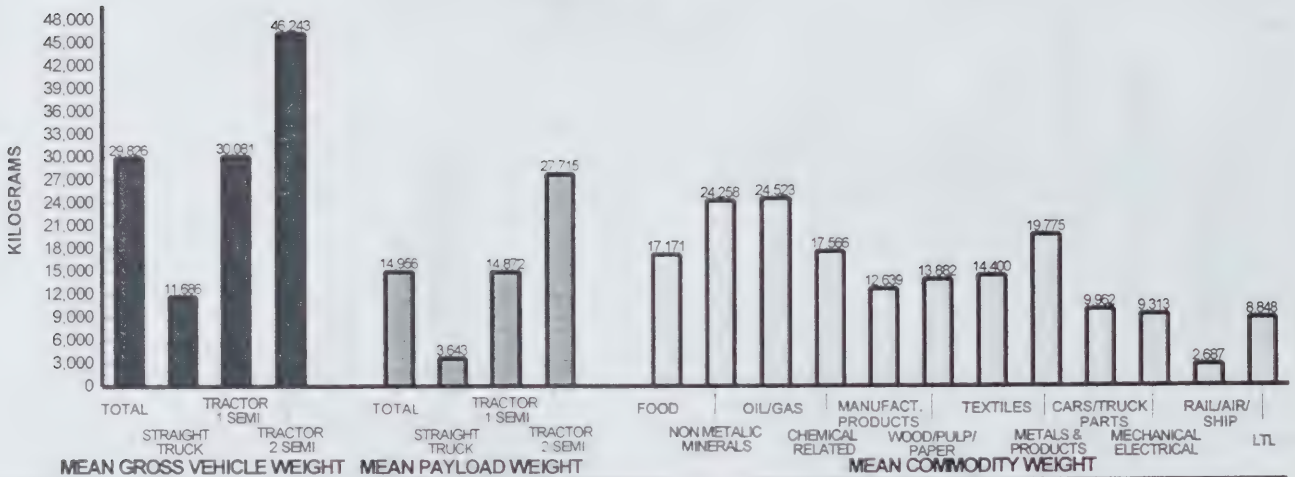
## VEHICLE BASE



# CURRY HILL 414

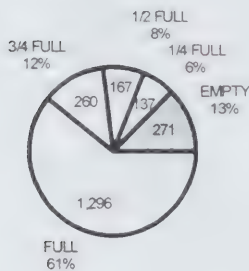
HWY. 401, STATION #: 100  
DIRECTION: EAST BOUND

## MEAN WEIGHTS

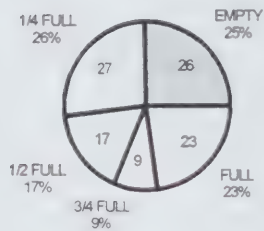


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

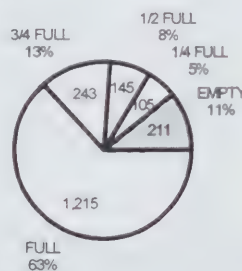
### ALL TRUCKS



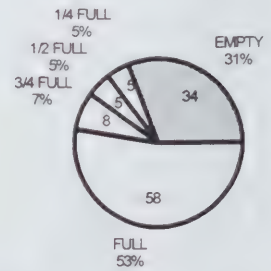
### STRAIGHT TRUCK



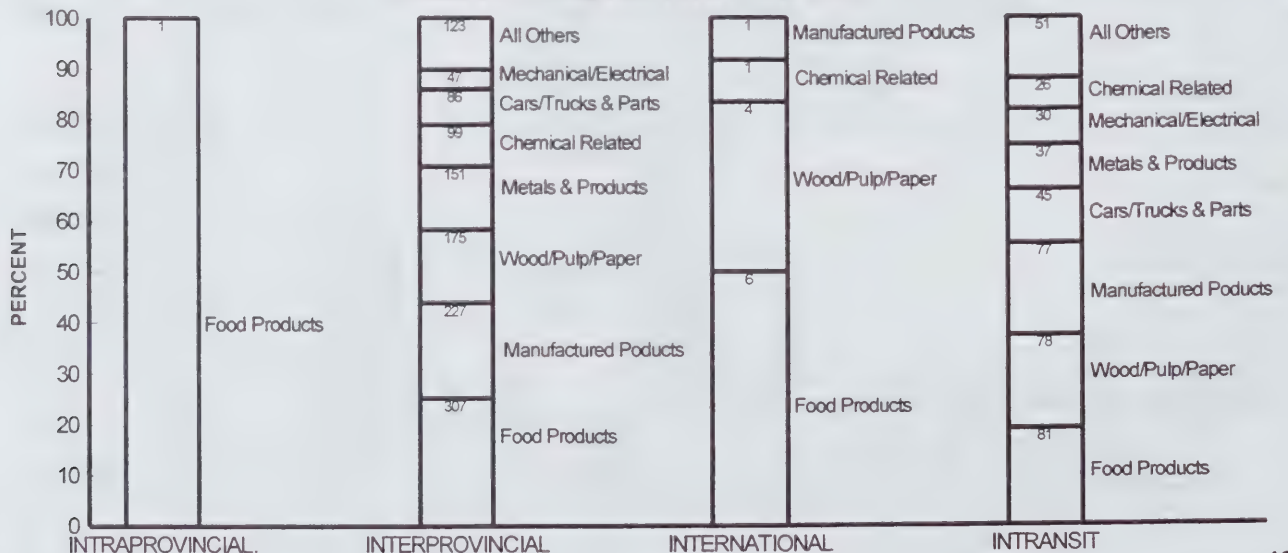
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE



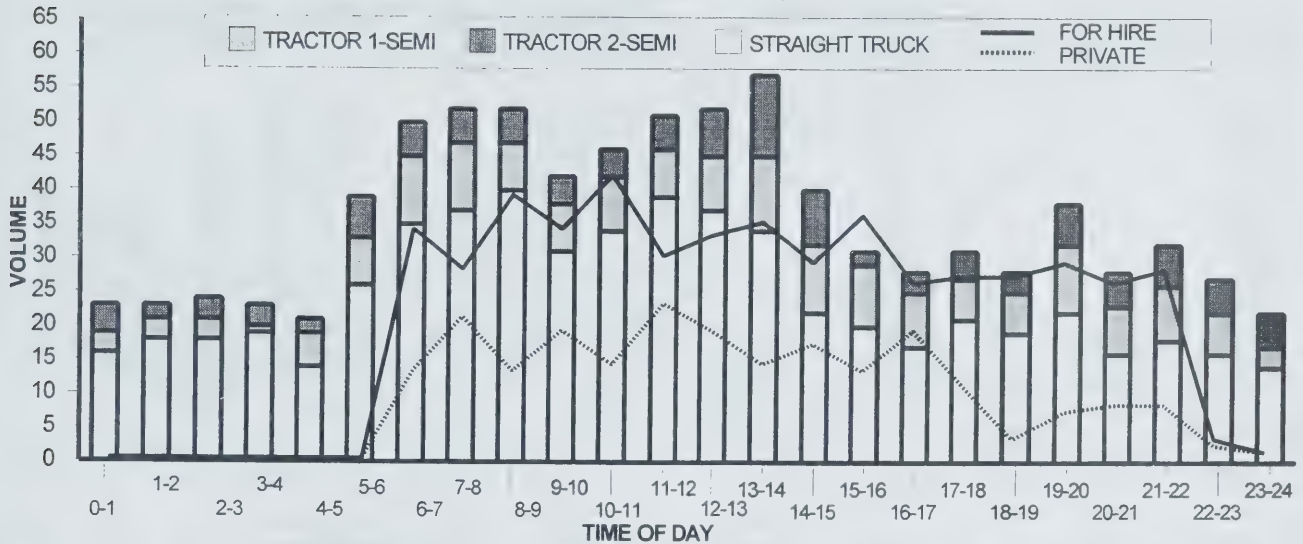
# CASSELMAN 424

HWY. 417, STATION #: 108

DIRECTION: WEST BOUND

LOCATION: HWY 138, 1.6 KM WEST OF EXIT 138

## TRUCK VOLUMES BY HOUR

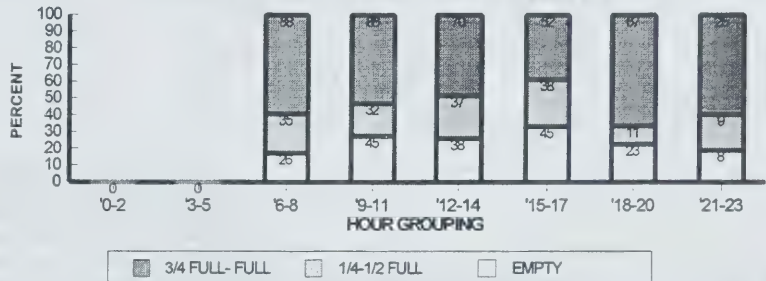


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	23	23	24	23	21	39	50	52	52	42	46	51	52	57	40	31	28	31	28	38	28	32	27	22	860
ALL VEHICLES	159	116	81	74	69	145	358	503	548	554	560	556	531	557	514	387	368	425	465	465	522	430	363	256	9006
% COMMERCIAL	14.5	19.8	29.6	31.1	30.4	26.9	14.0	10.3	9.4	7.6	8.2	9.2	9.8	10.2	7.8	8.0	7.6	7.3	6.0	8.2	5.4	7.4	7.4	8.6	9.6

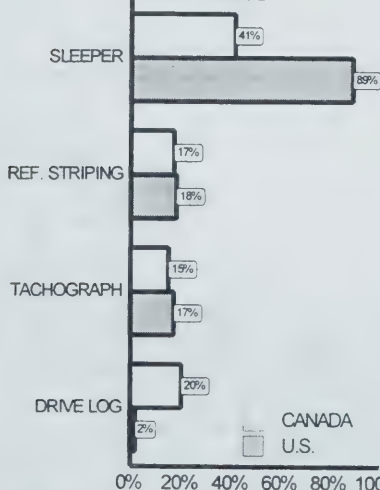
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
JUNE 26	16	149	125.2%
JUNE 27	16	153	107.7%
JUNE 28	16	167	117.6%
JUNE 29	16	179	121.8%
JUNE 30	15	154	126.2%
TOTALS	79	802	119.3%

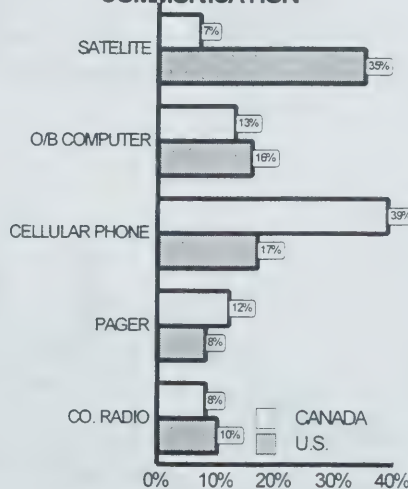
## LEVEL OF UTILIZATION BY HOUR GROUPING



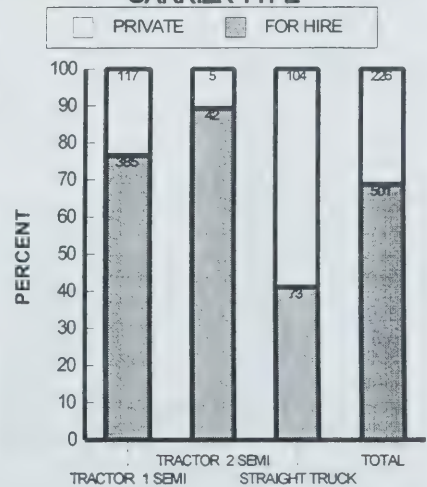
## FEATURES



## COMMUNICATION



## CARRIER TYPE



Values represent frequency or mean, unless identified as percent

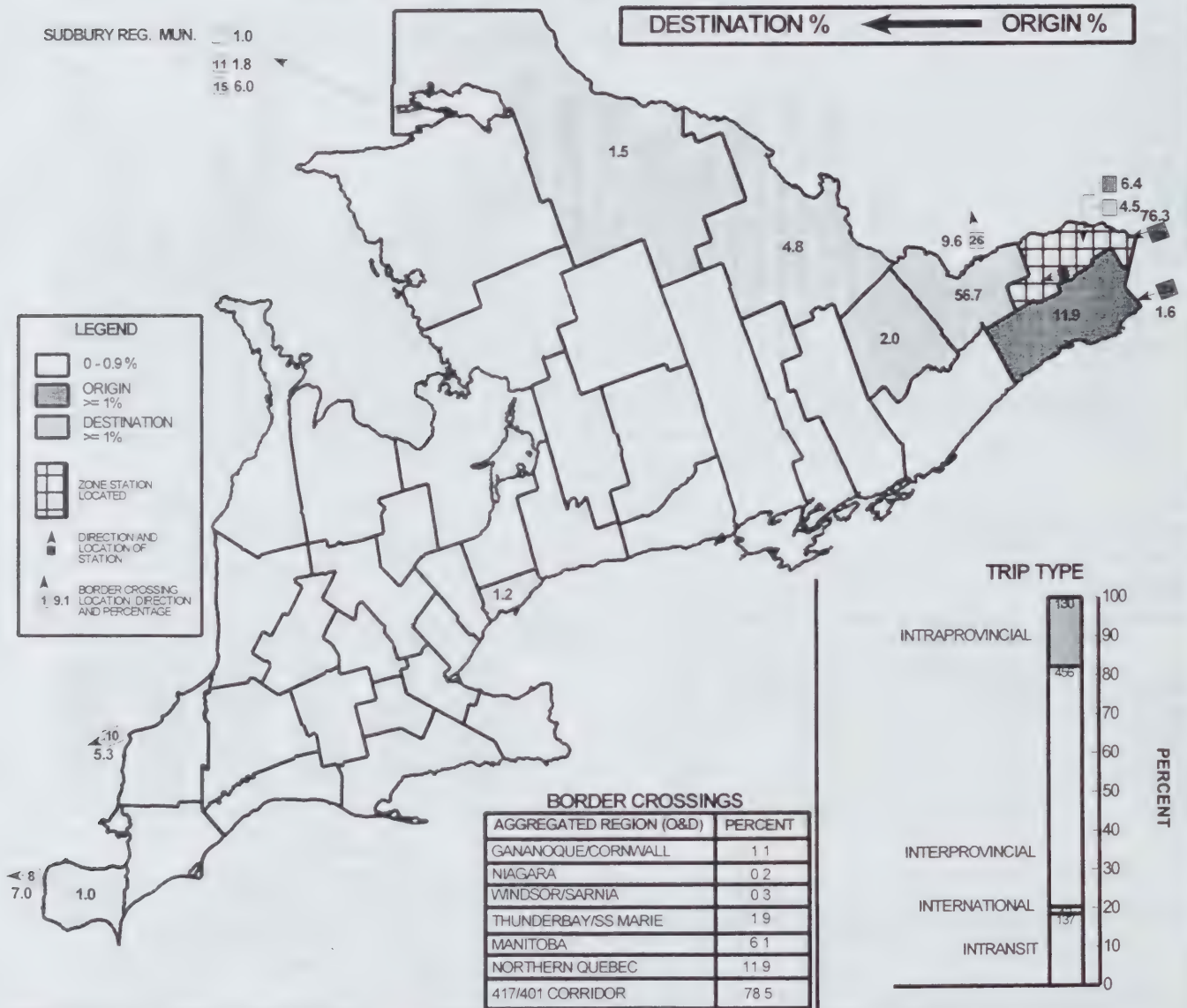


# CASSELMAN 424

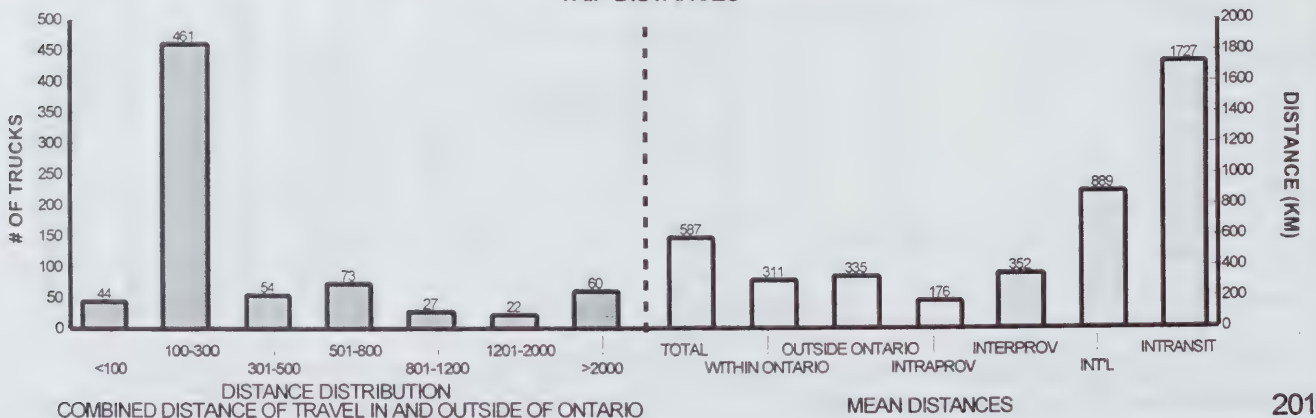
HWY. 417, STATION #: 108

DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES

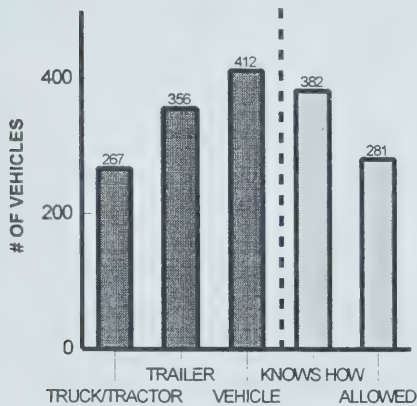


# CASSELMAN 424

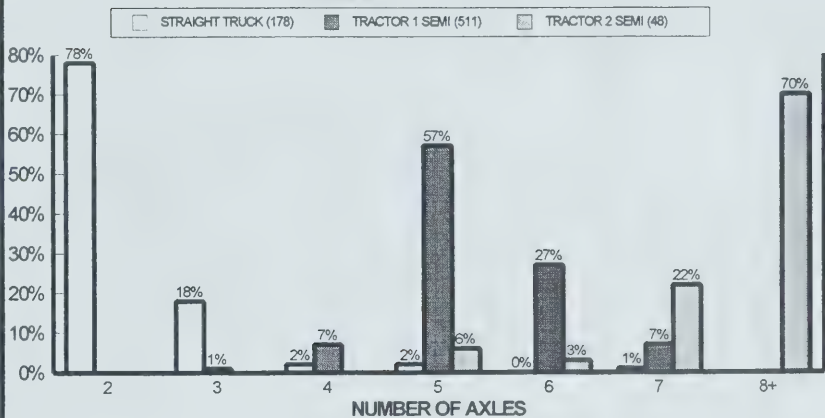
HWY. 417, STATION #: 108

DIRECTION: WEST BOUND

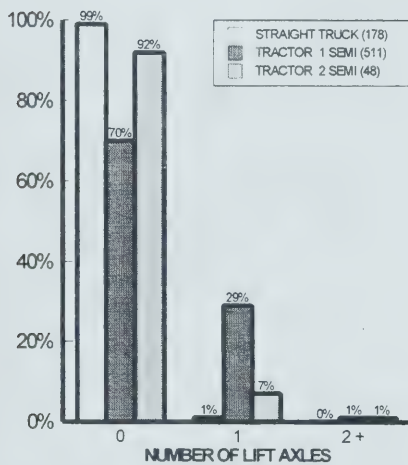
## MANUAL SLACK ADJUSTERS



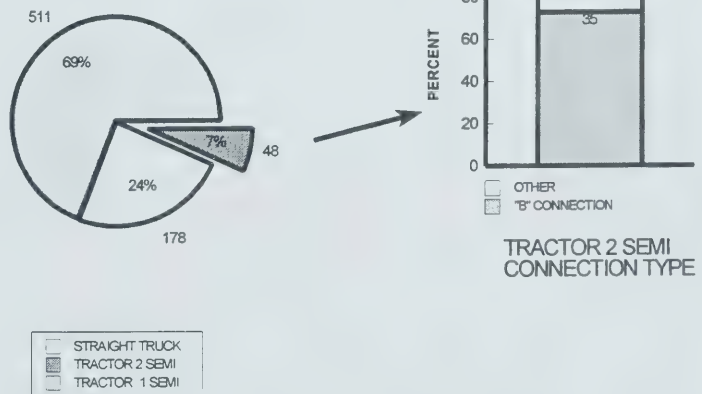
## NUMBER OF AXLES



## LIFT AXLES



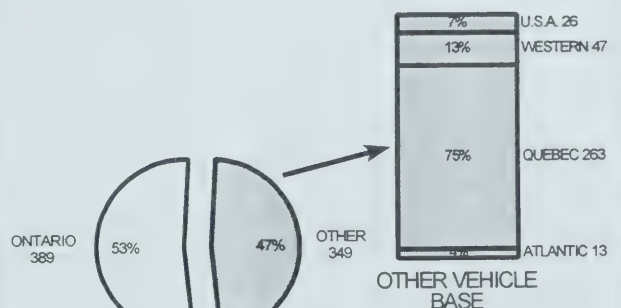
## VEHICLE CONFIGURATION



## BODY STYLE



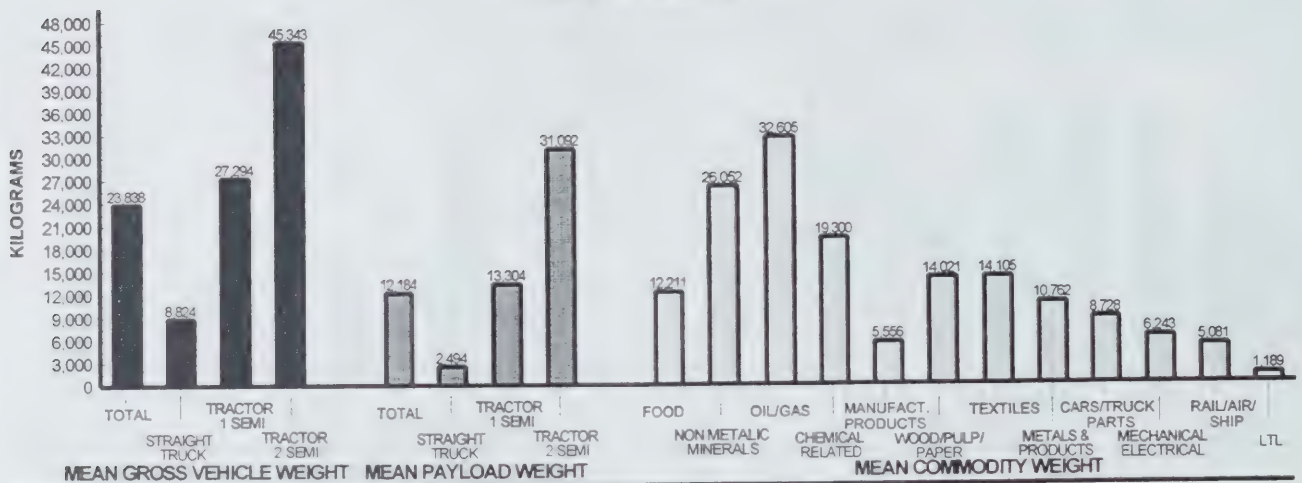
## VEHICLE BASE



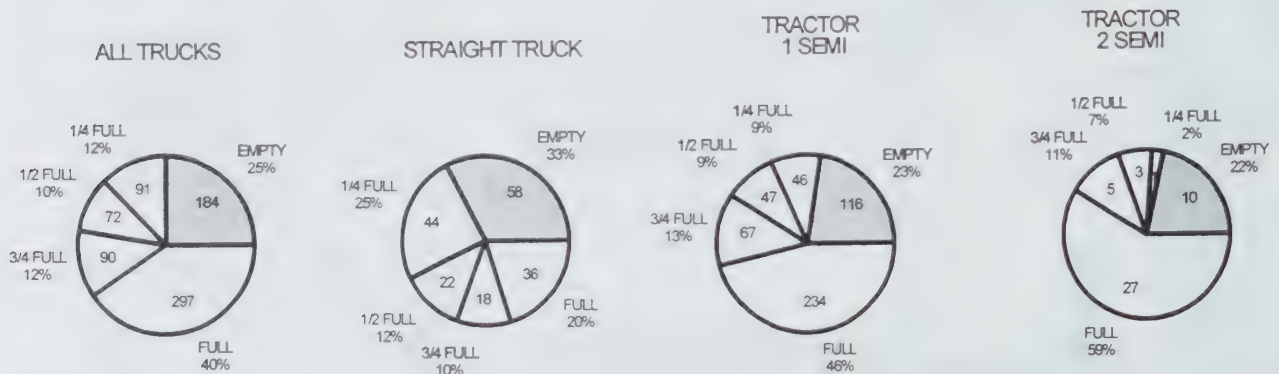
# CASSELMAN 424

HWY. 417, STATION #: 108  
DIRECTION: WEST BOUND

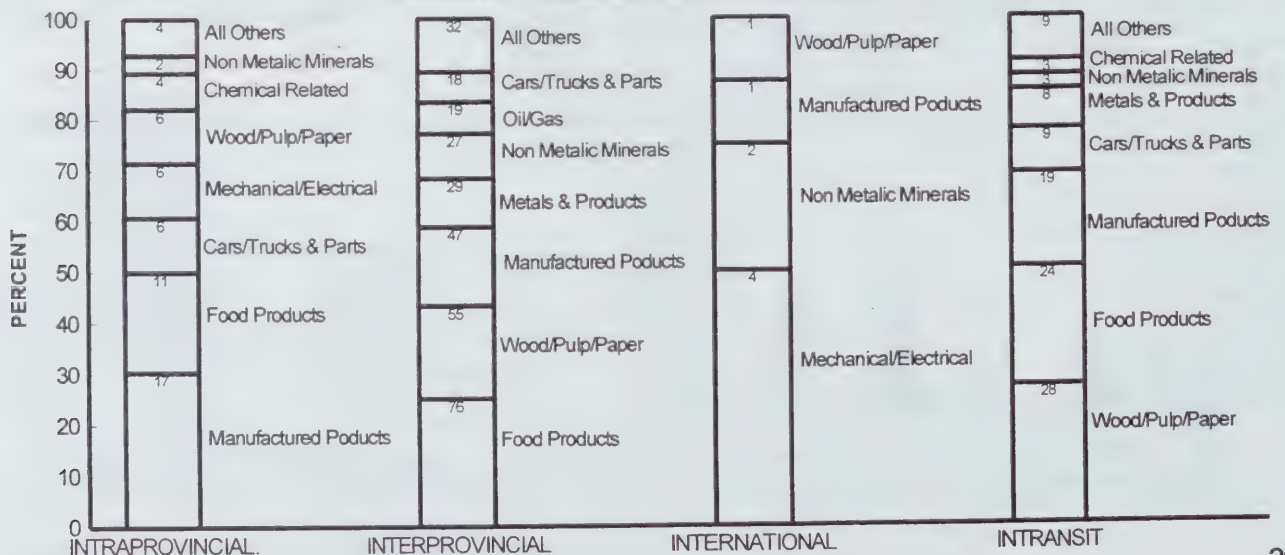
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



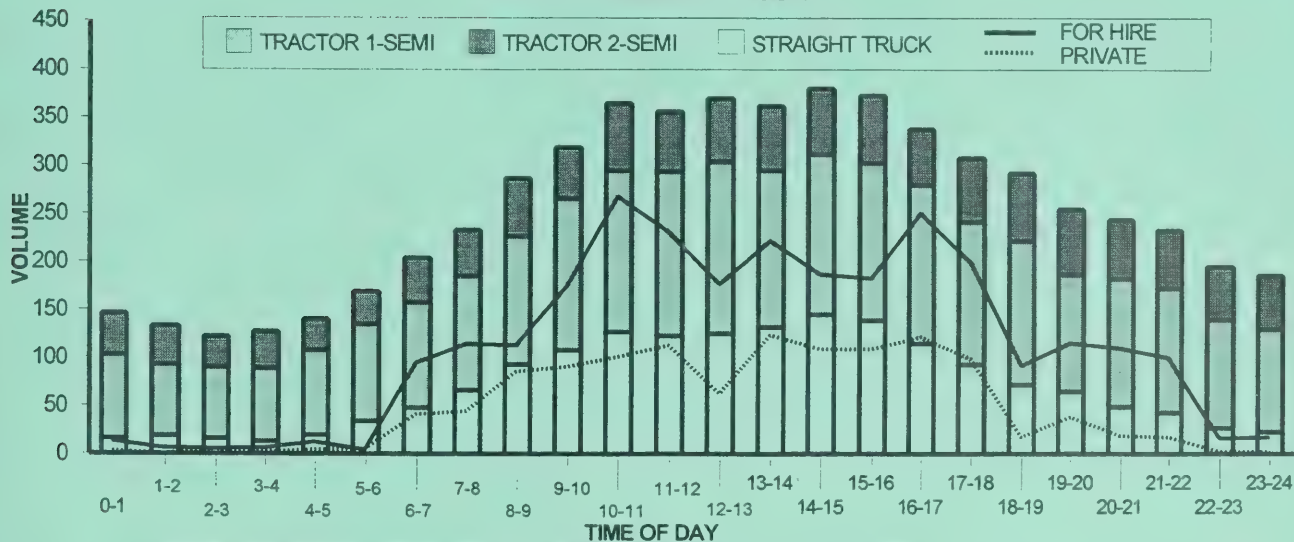
## COMMODITY COMPOSITION BY TRIP TYPE





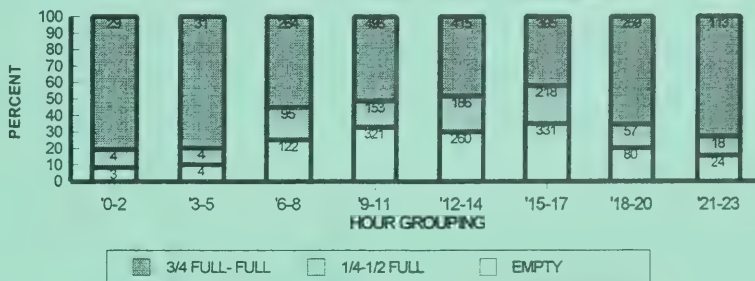
# NORTHERN REGION

## TRUCK VOLUMES BY HOUR

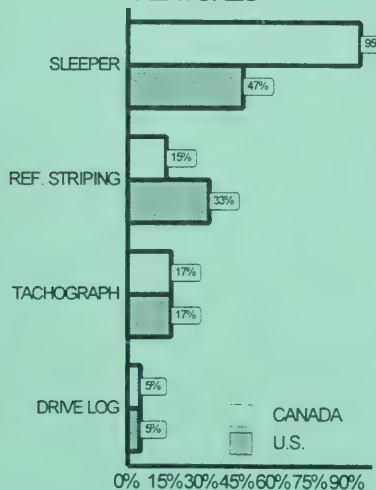


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	146	133	122	127	140	169	204	233	287	319	365	356	370	362	380	373	338	308	292	255	244	233	195	186	6137
ALL VEHICLES	424	291	251	229	300	438	879	1406	1791	2010	2657	2742	2846	2954	2893	3123	3233	2984	2203	1765	1584	1392	945	668	40008
% COMMERCIAL	34.4	45.7	48.6	55.5	46.7	38.6	23.2	16.6	16.0	15.9	13.7	13.0	13.0	12.3	13.1	11.9	10.5	10.3	13.3	14.4	15.4	16.7	20.6	27.8	15.3

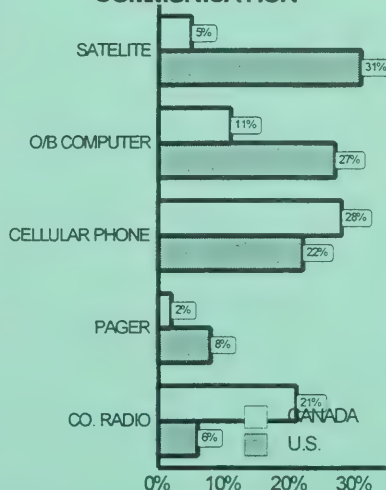
## LEVEL OF UTILIZATION BY HOUR GROUPING



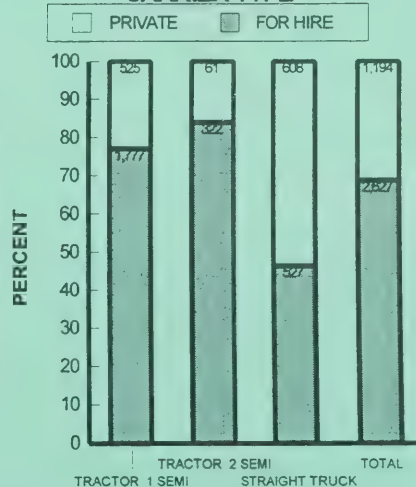
## FEATURES



## COMMUNICATION



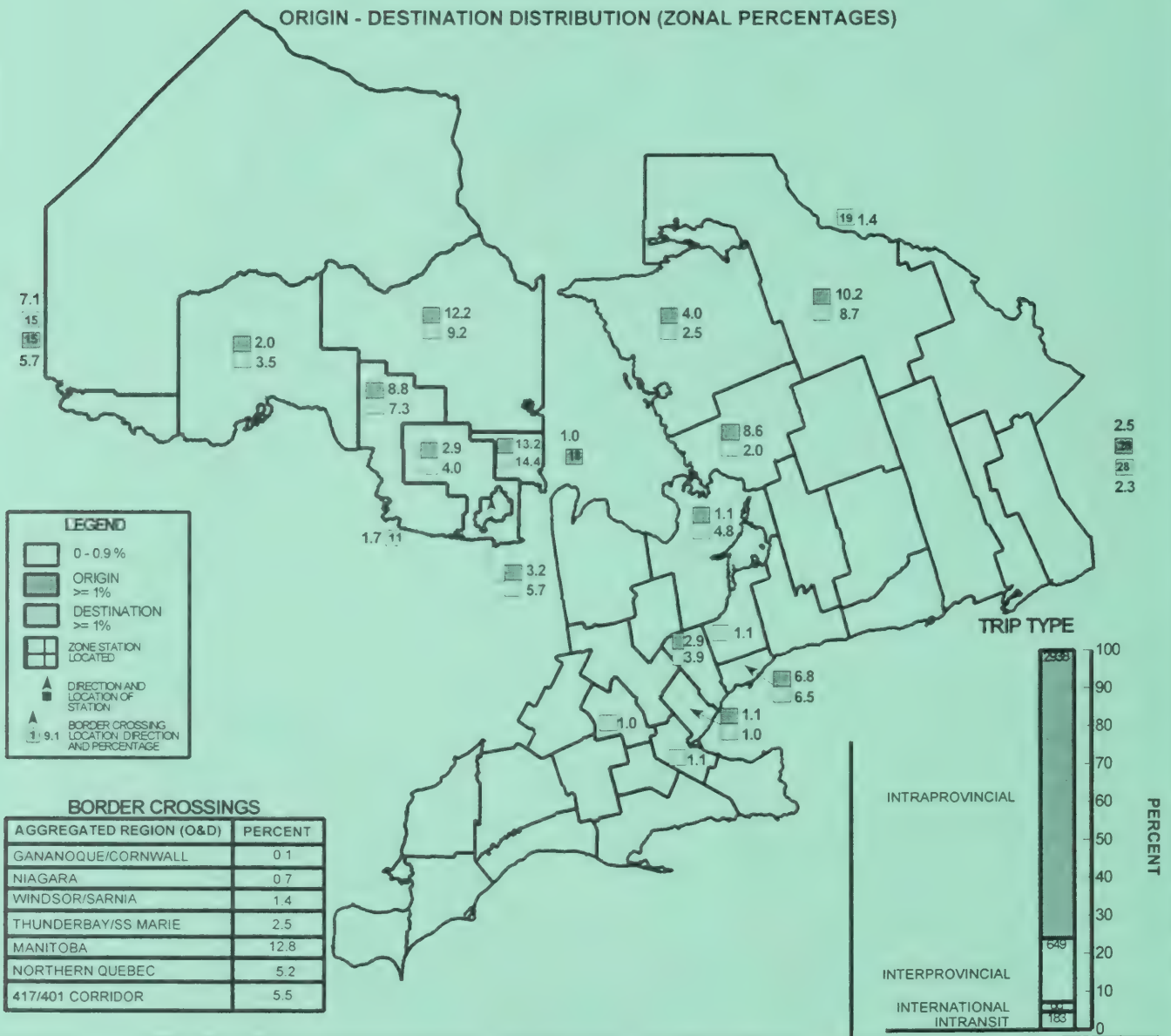
## CARRIER TYPE



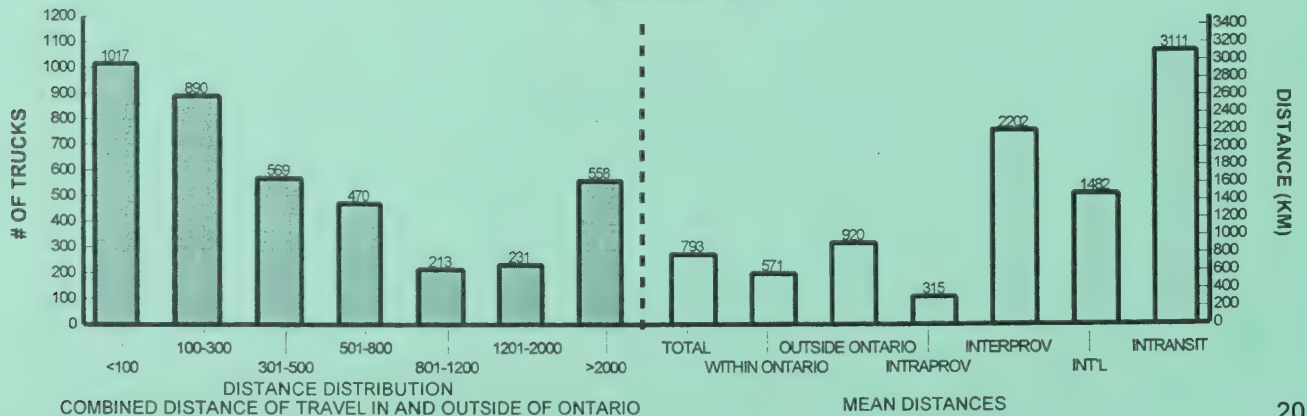
Values represent frequency or mean, unless identified as percent

# NORTHERN REGION

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)

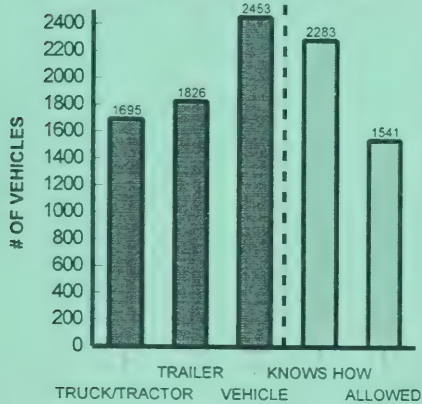


TRIP DISTANCES

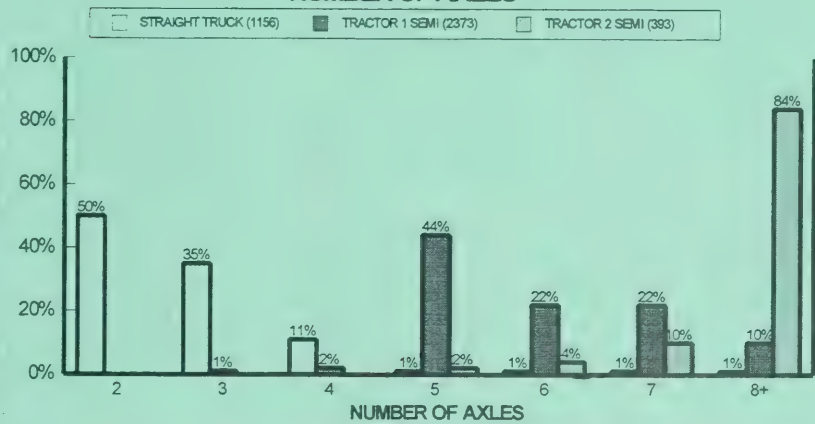


# NORTHERN REGION

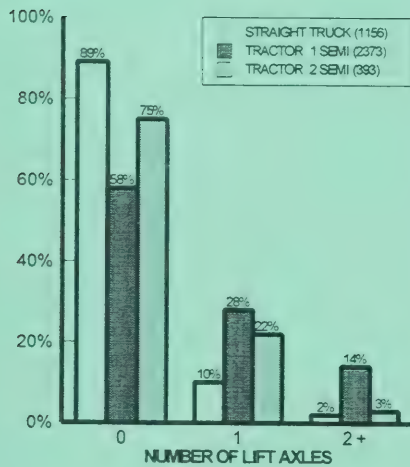
## MANUAL SLACK ADJUSTERS



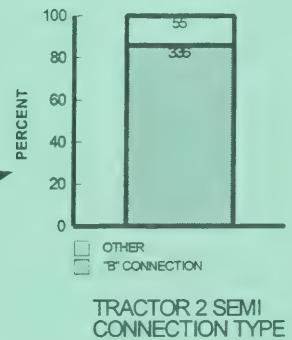
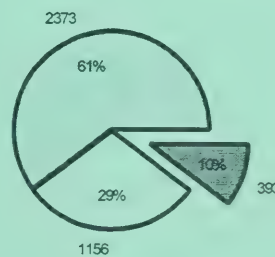
## NUMBER OF AXLES



## LIFT AXLES

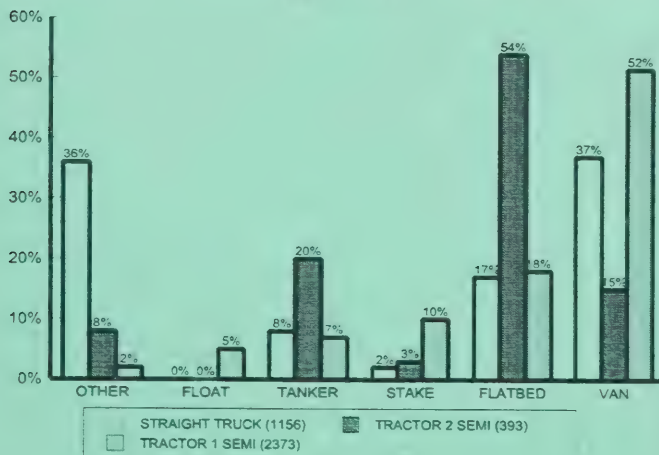


## VEHICLE CONFIGURATION

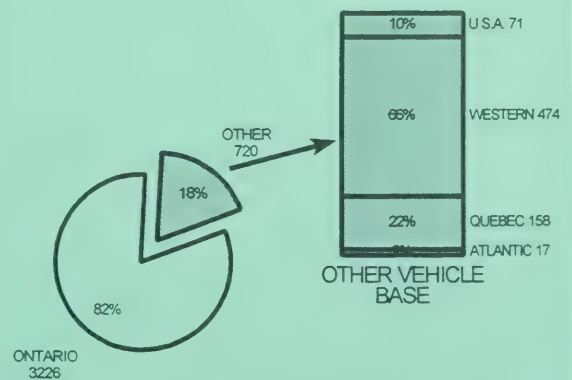


## TRACTOR 2 SEMI CONNECTION TYPE

## BODY STYLE



## VEHICLE BASE

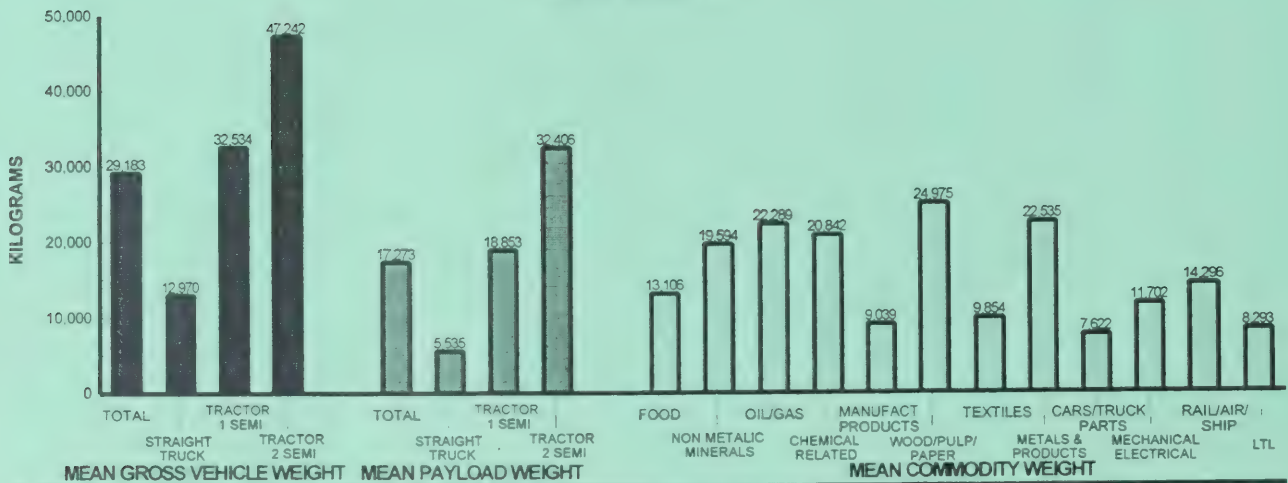


## OTHER VEHICLE BASE

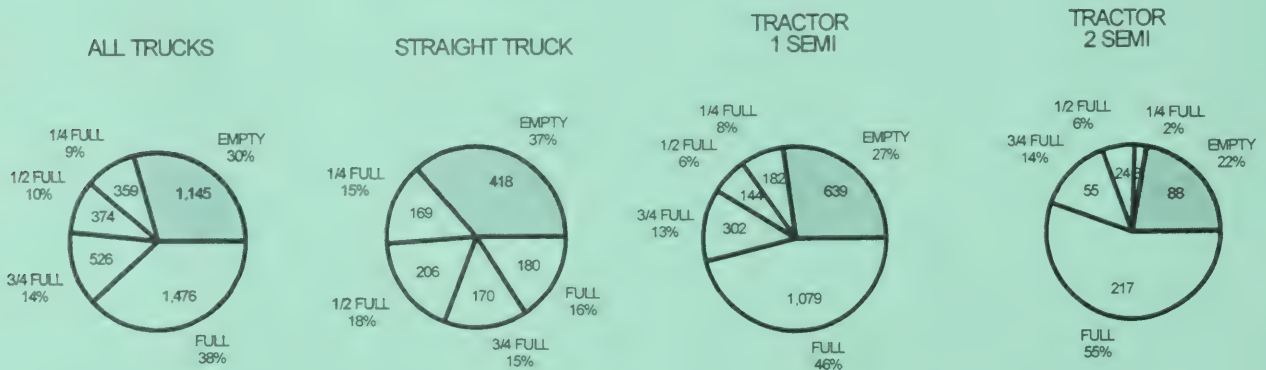


# NORTHERN REGION

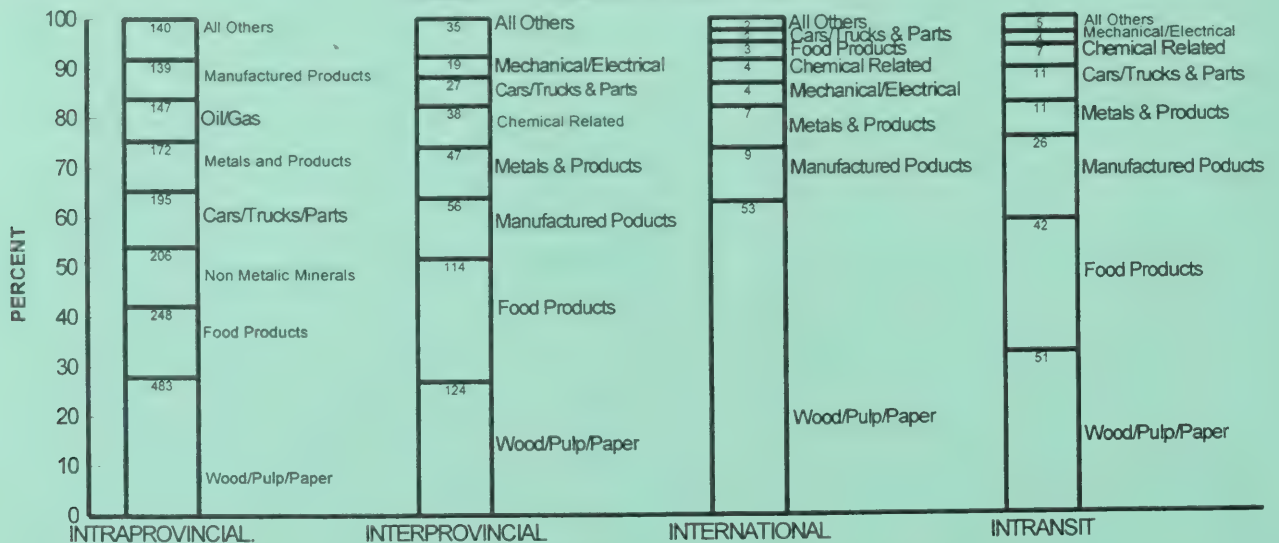
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



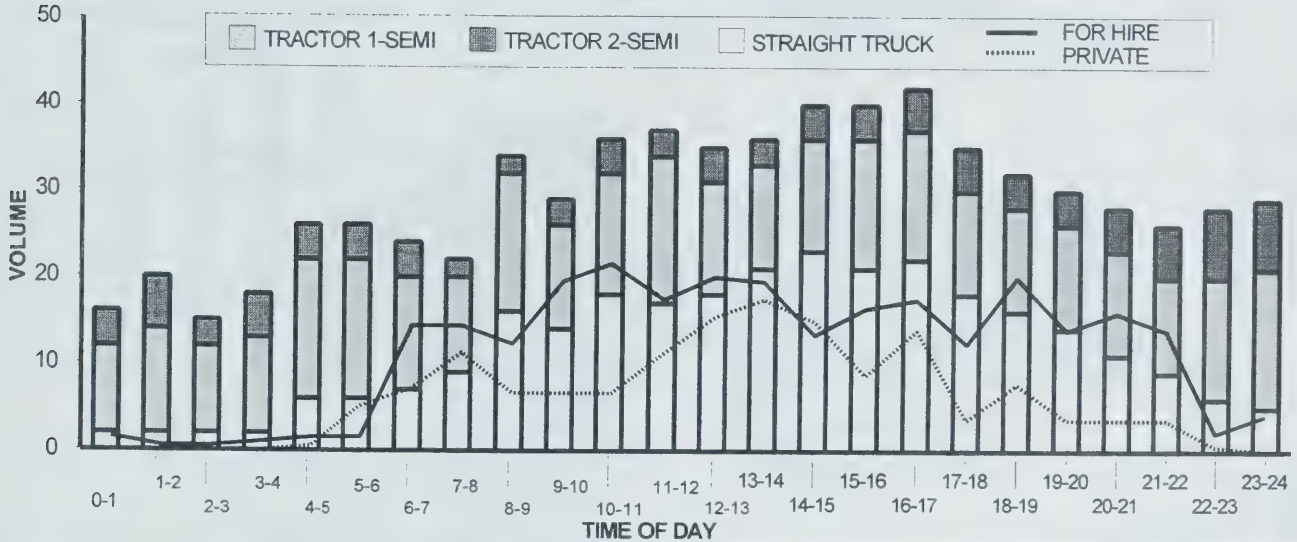
# GRAVENHURST 514

HWY. 11, STATION #: 124

DIRECTION: SOUTH BOUND

LOCATION: 2.7 KM SOUTH OF HWYS 169 & 11B

## TRUCK VOLUMES BY HOUR

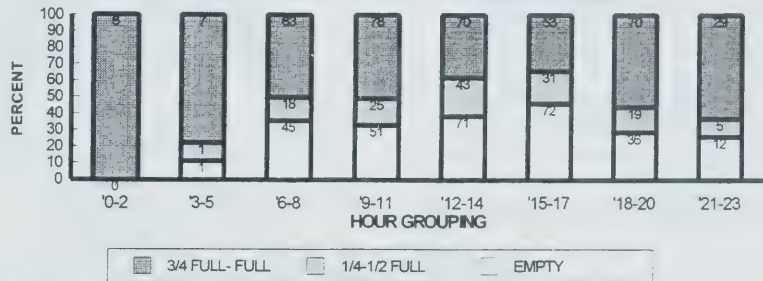


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	16	20	15	18	26	26	24	22	34	29	36	37	35	36	40	40	42	35	32	30	28	26	28	29	708
ALL VEHICLES	43	43	32	33	75	75	111	165	277	259	288	318	312	341	368	387	384	358	309	266	225	165	125	95	5054
% COMMERCIAL	37.2	46.5	46.9	54.5	34.7	34.7	21.6	13.3	12.3	11.2	12.5	11.6	11.2	10.6	10.9	10.3	10.9	9.8	10.4	11.3	12.4	15.8	22.4	30.5	13.9

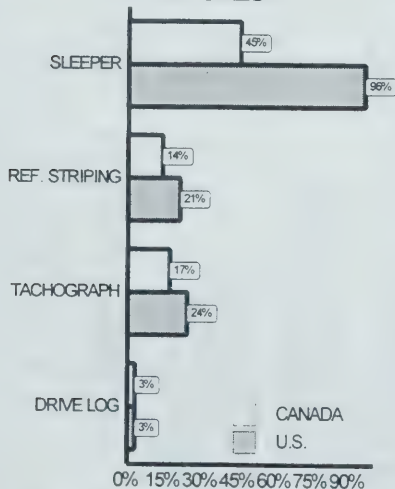
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Jun 23,24	29	225	140.6%
June 25	14	96	131.5%
June 26	16	142	129.1%
June 27	15	128	139.1%
June 28	15	128	140.7%
June 29	14	125	125%
TOTALS	103	844	134.8%

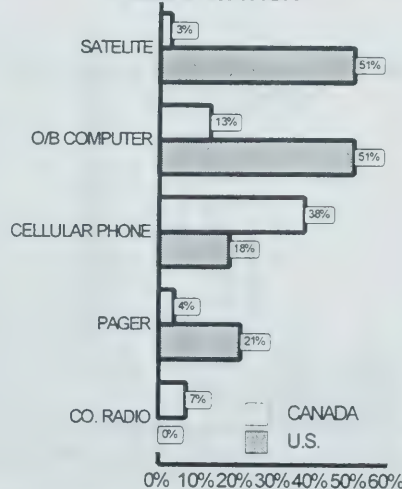
## LEVEL OF UTILIZATION BY HOUR GROUPING



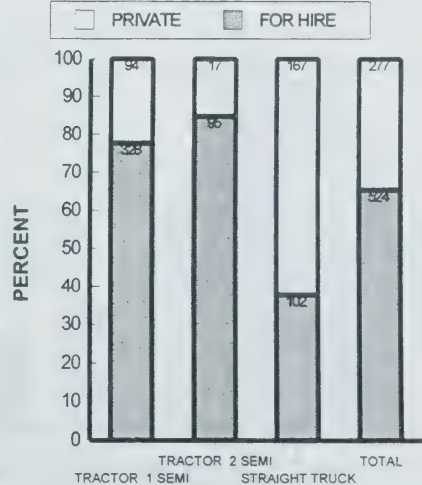
## FEATURES



## COMMUNICATION



## CARRIER TYPE

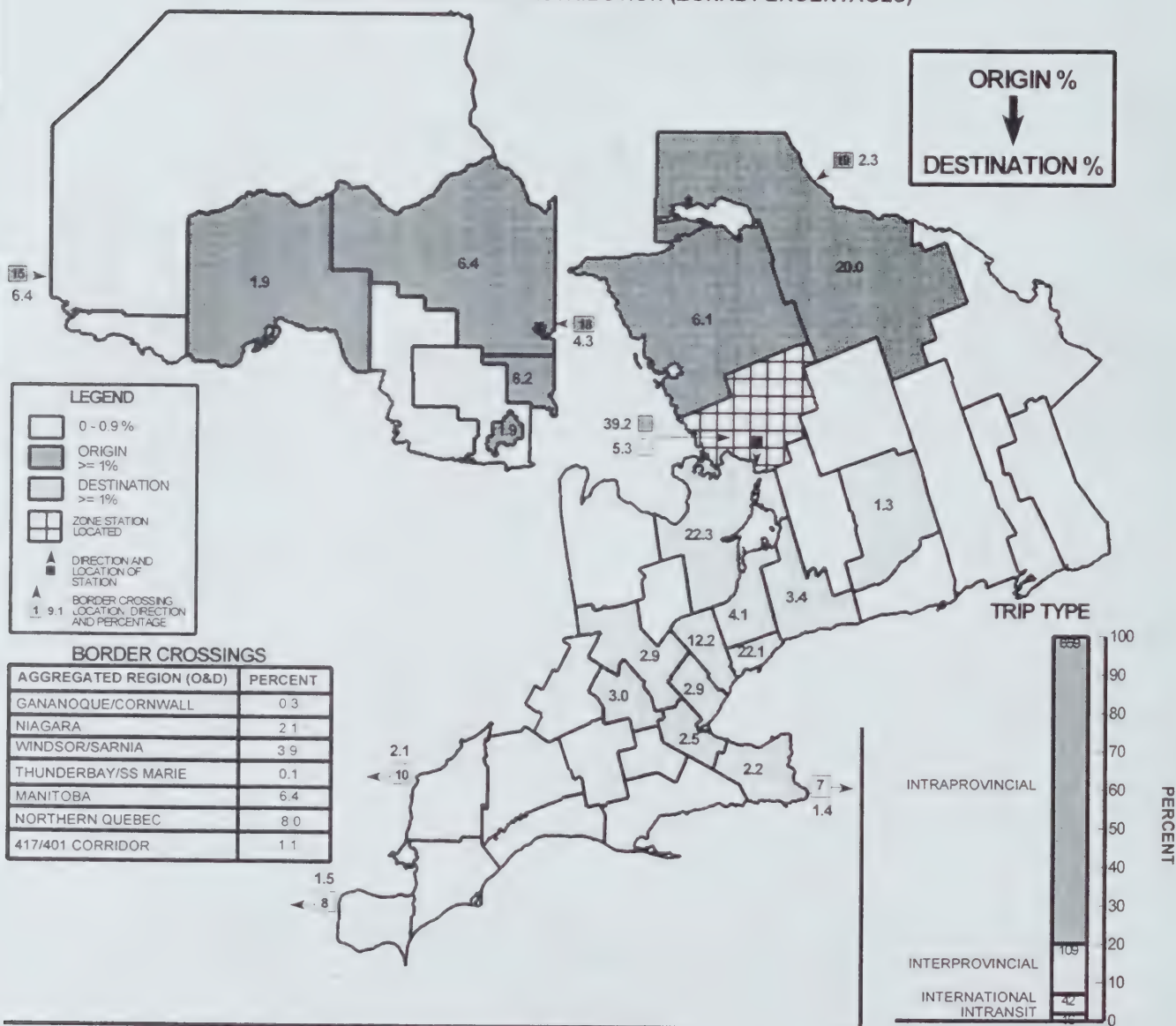


Values represent frequency or mean, unless identified as percent

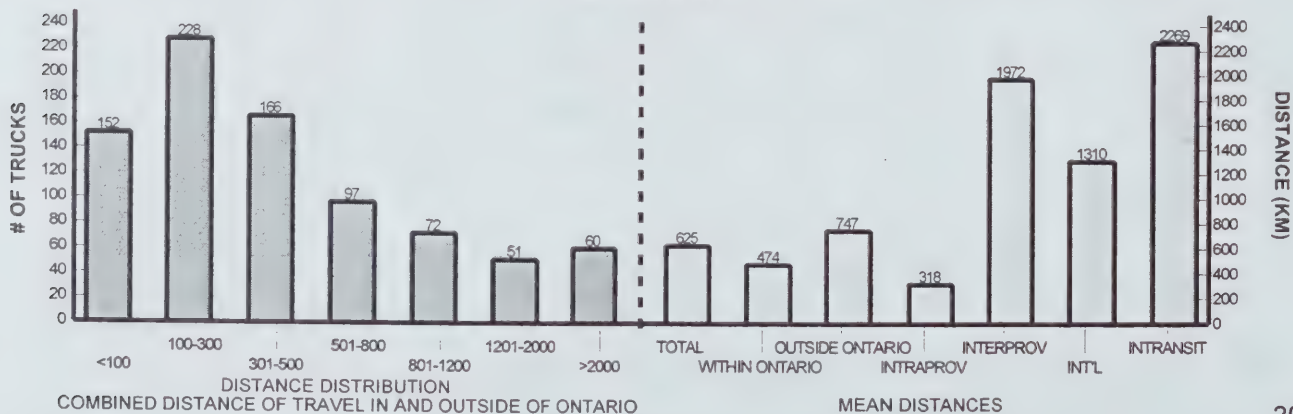
# GRAVENHURST 514

HWY. 11, STATION #: 124  
DIRECTION: SOUTH BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES

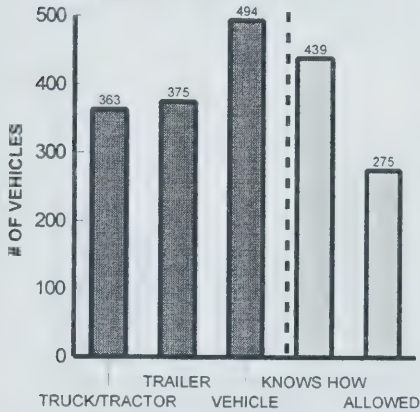




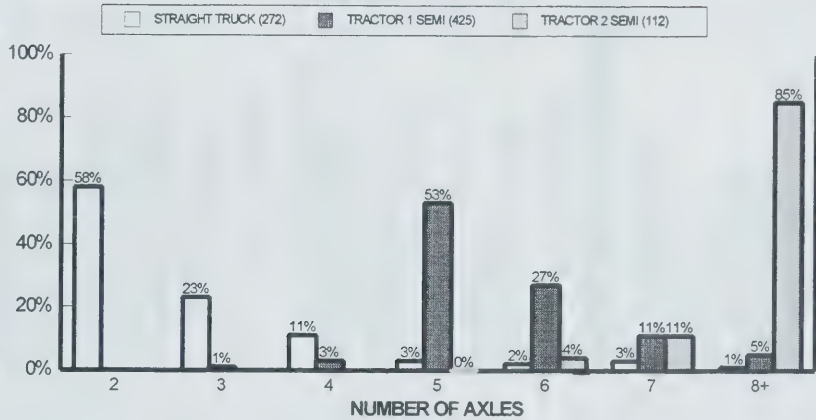
# GRAVENHURST 514

HWY. 11, STATION #: 124  
DIRECTION: SOUTH BOUND

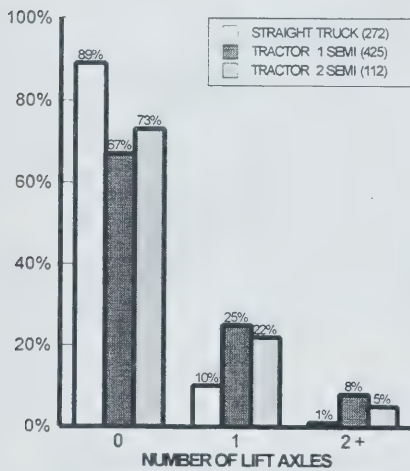
## MANUAL SLACK ADJUSTERS



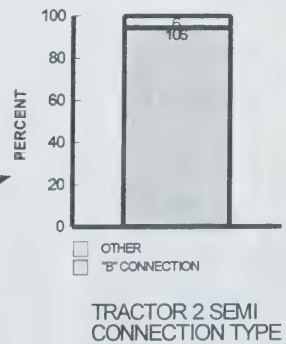
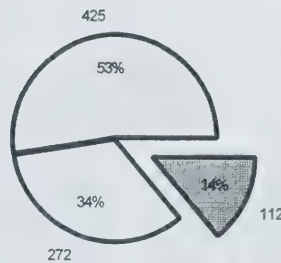
## NUMBER OF AXLES



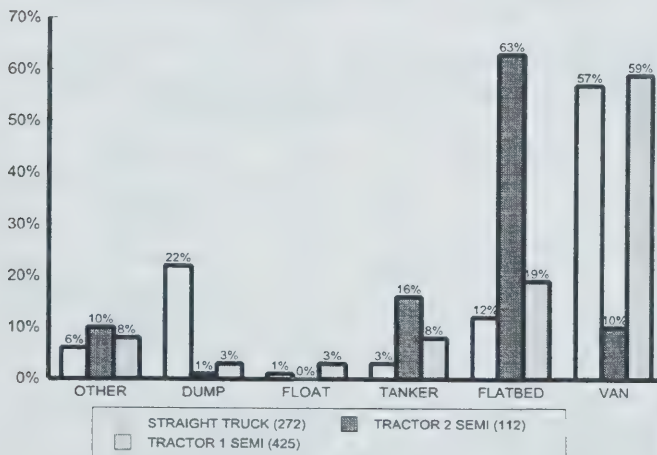
## LIFT AXLES



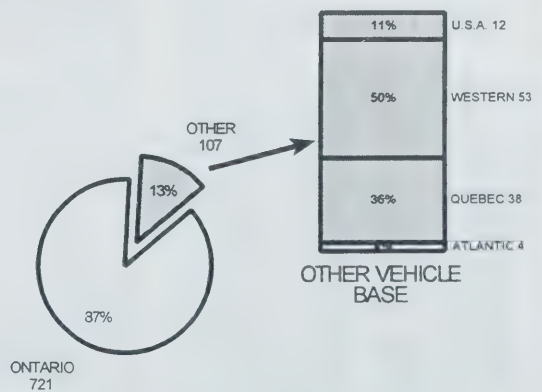
## VEHICLE CONFIGURATION



## BODY STYLE



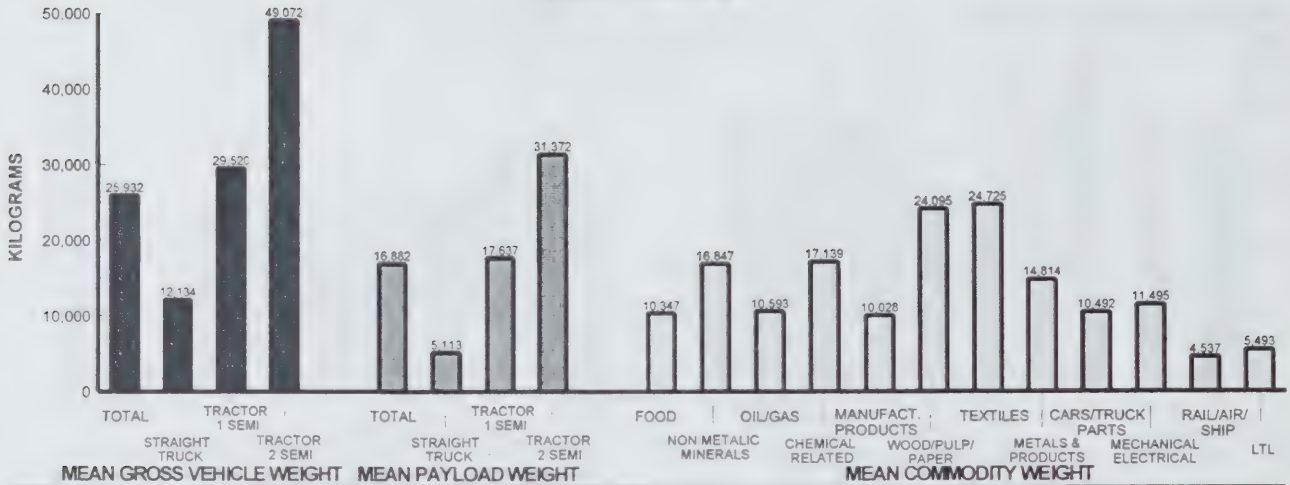
## VEHICLE BASE



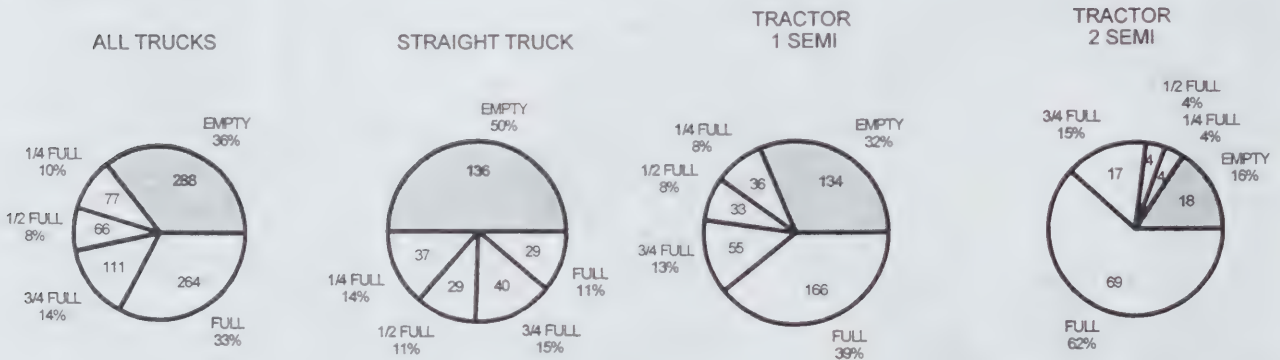
# GRAVENHURST 514

HWY. 11, STATION #: 124  
DIRECTION: SOUTH BOUND

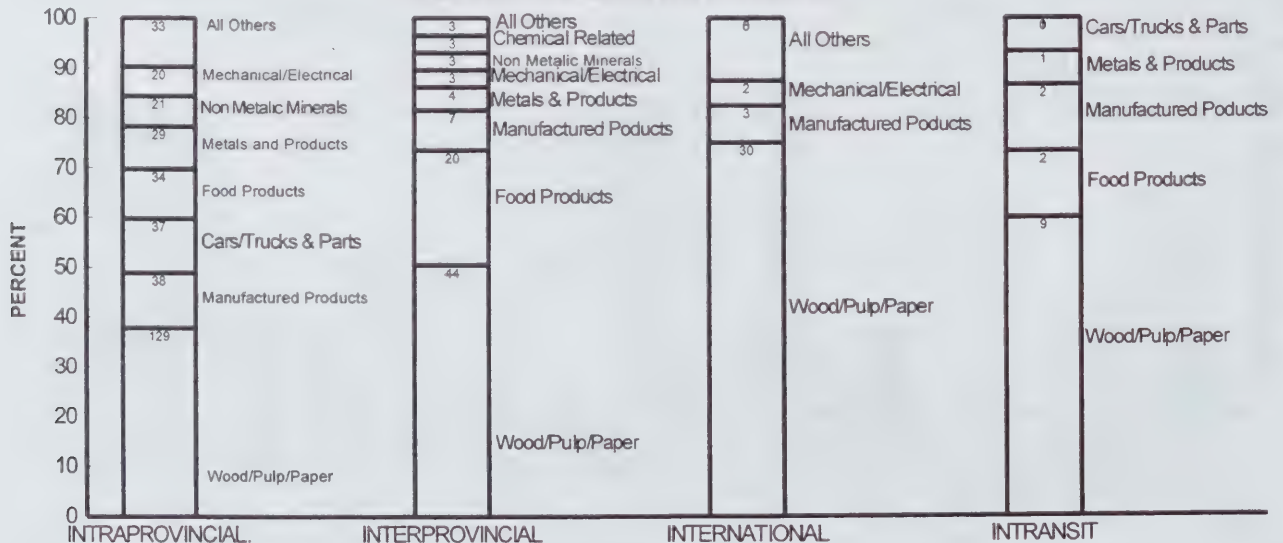
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

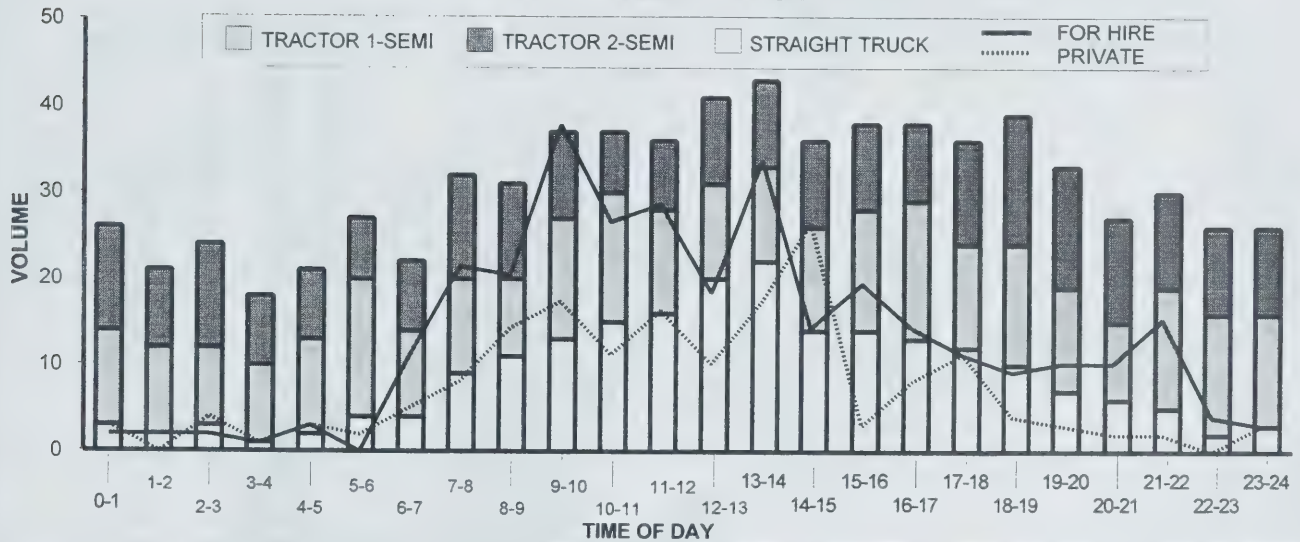


## COMMODITY COMPOSITION BY TRIP TYPE



# WASI 517

HWY. 11, STATION #: 106  
DIRECTION: NORTH BOUND  
LOCATION: 17 KM SOUTH OF NORTH BAY  
**TRUCK VOLUMES BY HOUR**

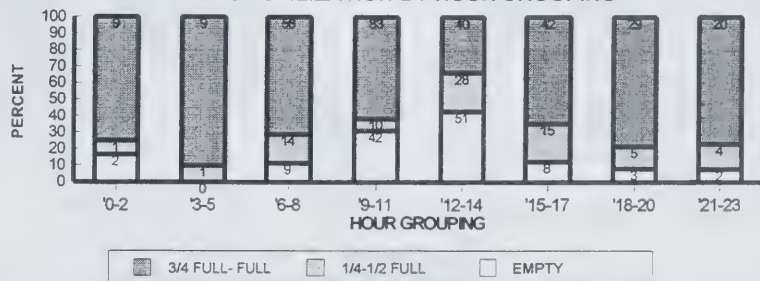


TIME OF DAY	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	26	21	24	18	21	27	22	32	31	37	37	36	41	43	36	38	38	36	39	33	27	30	26	26	745
ALL VEHICLES	54	36	37	27	32	50	135	254	224	244	273	295	305	321	305	320	309	274	231	187	173	142	112	84	4424
% COMMERCIAL	48.1	58.3	64.9	66.7	65.6	54.0	16.3	12.6	13.8	15.2	13.6	12.2	13.4	13.4	11.8	11.9	12.3	13.1	16.9	17.6	15.6	21.1	23.2	31.0	16.8

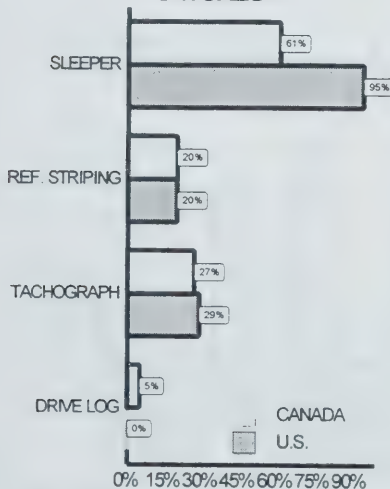
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 18	7	32	47.6%
July 19	8	40	44.9%
TOTALS	15	72	46.2%

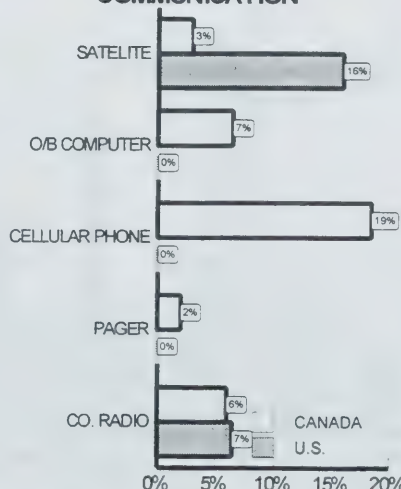
## LEVEL OF UTILIZATION BY HOUR GROUPING



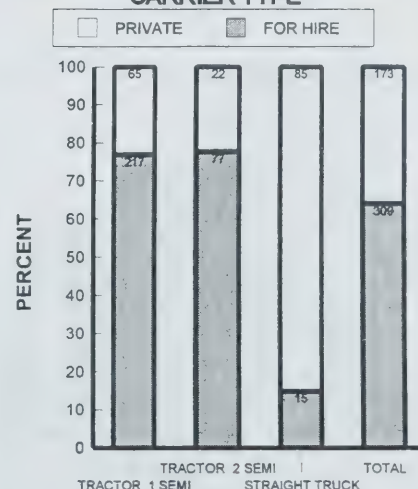
## FEATURES



## COMMUNICATION



## CARRIER TYPE



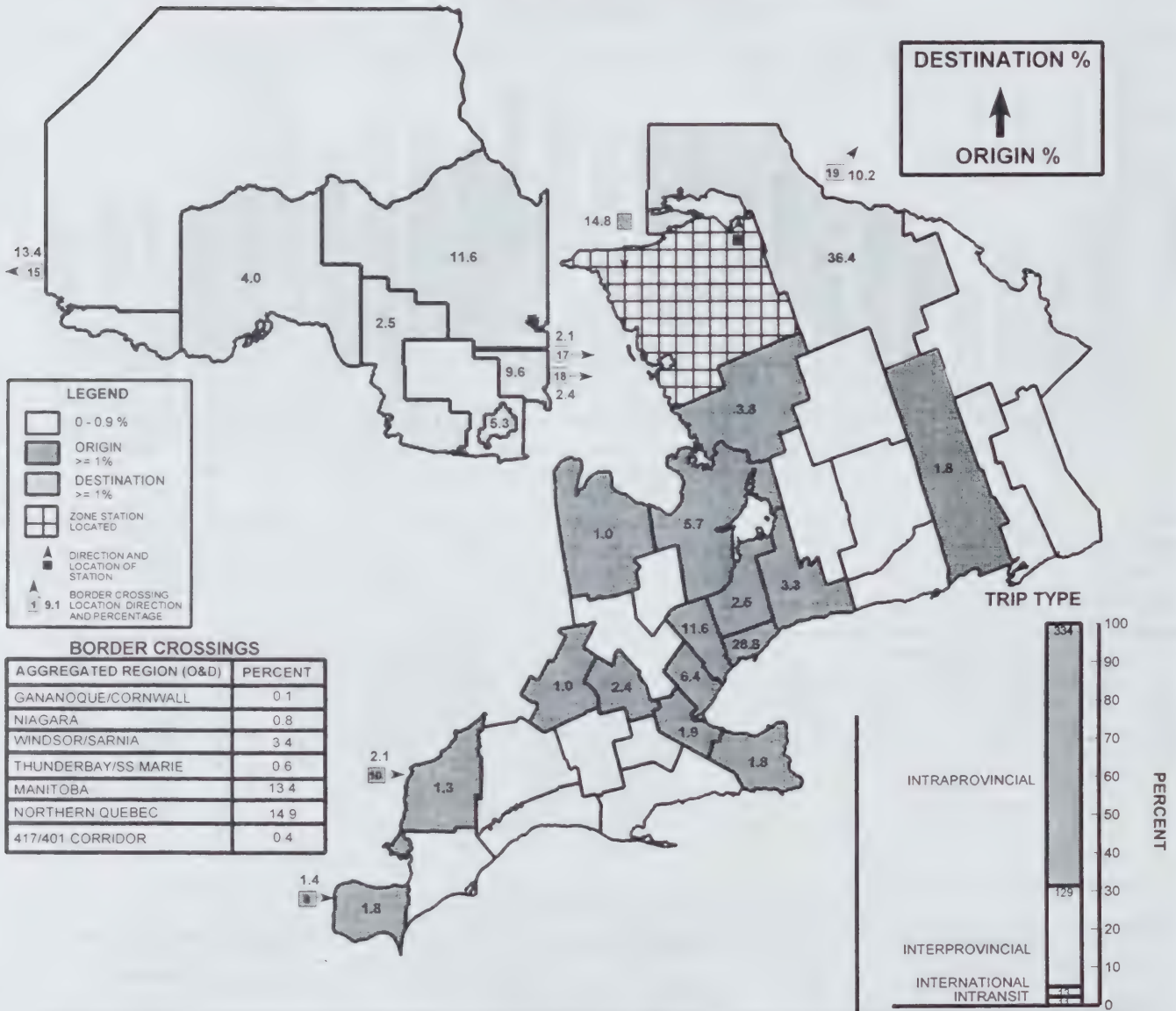
Values represent frequency or mean, unless identified as percent



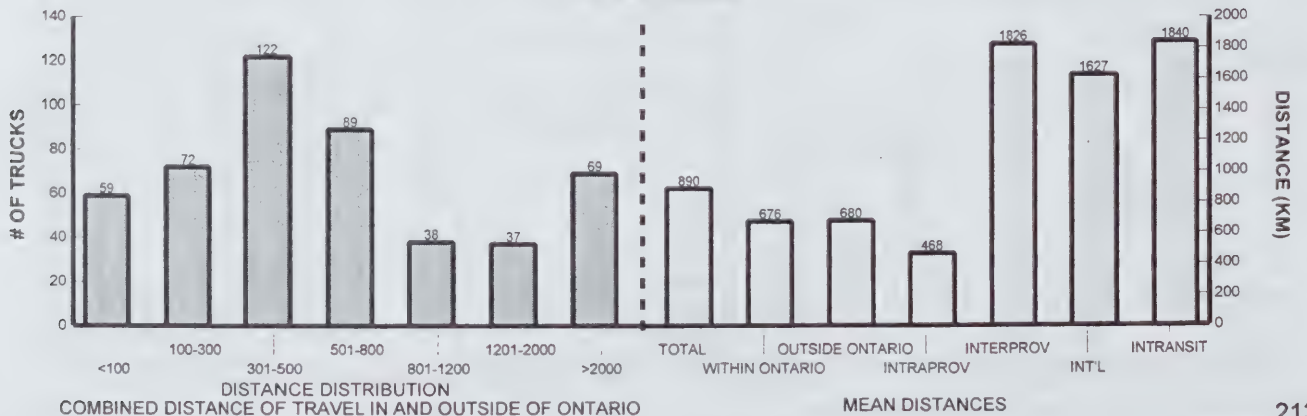
# WASI 517

HWY. 11, STATION #. 106  
DIRECTION: NORTH BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



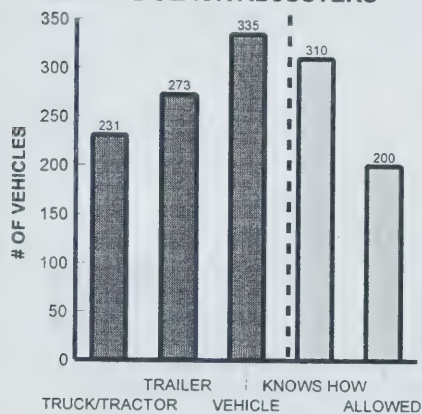
## TRIP DISTANCES



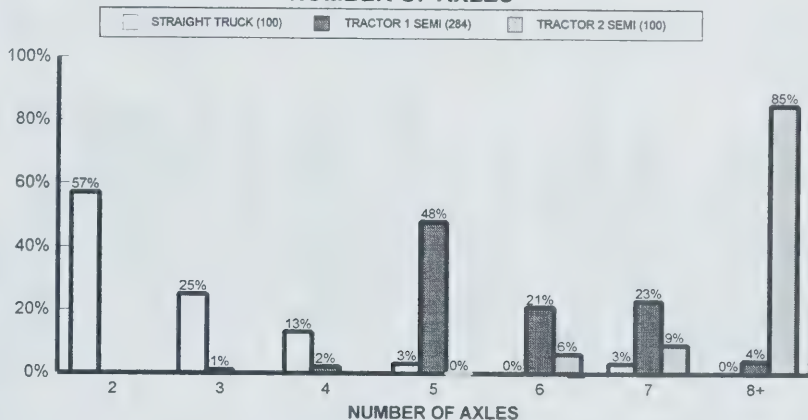
# WASI 517

HWY. 11, STATION #: 106  
DIRECTION: NORTH BOUND

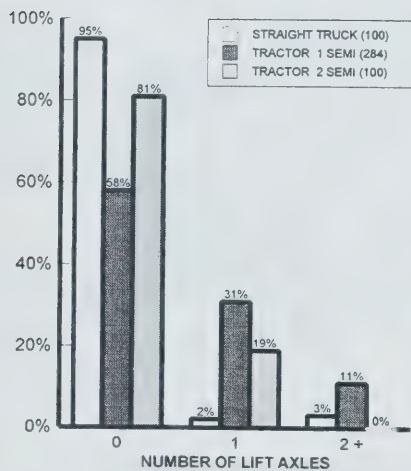
## MANUAL SLACK ADJUSTERS



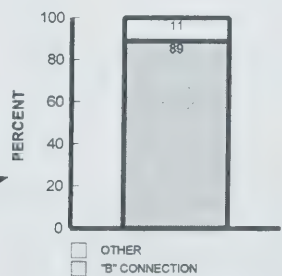
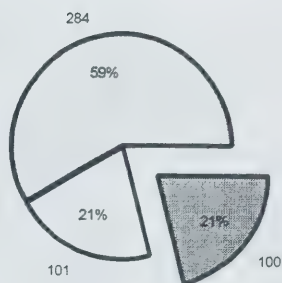
## NUMBER OF AXLES



## LIFT AXLES

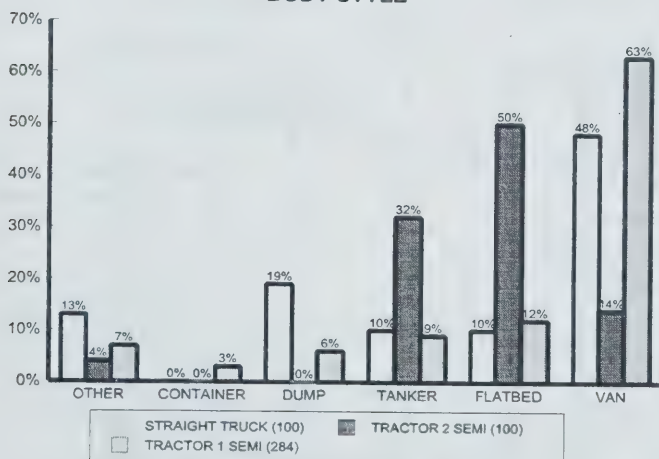


## VEHICLE CONFIGURATION

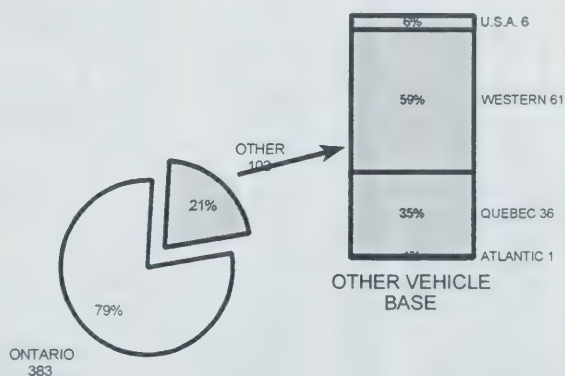


TRACTOR 2 SEMI CONNECTION TYPE

## BODY STYLE



## VEHICLE BASE

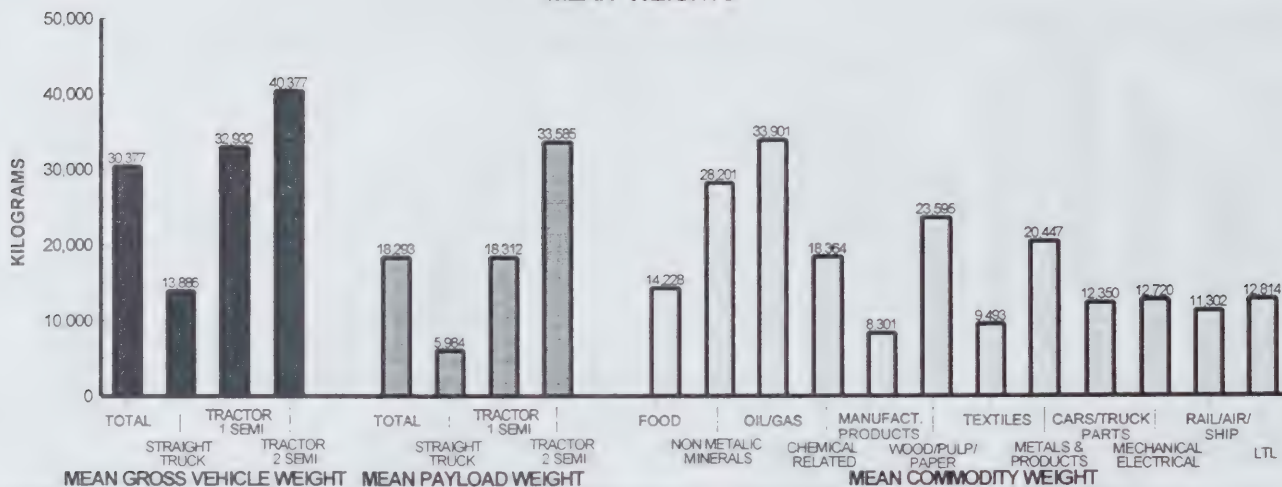


OTHER VEHICLE BASE

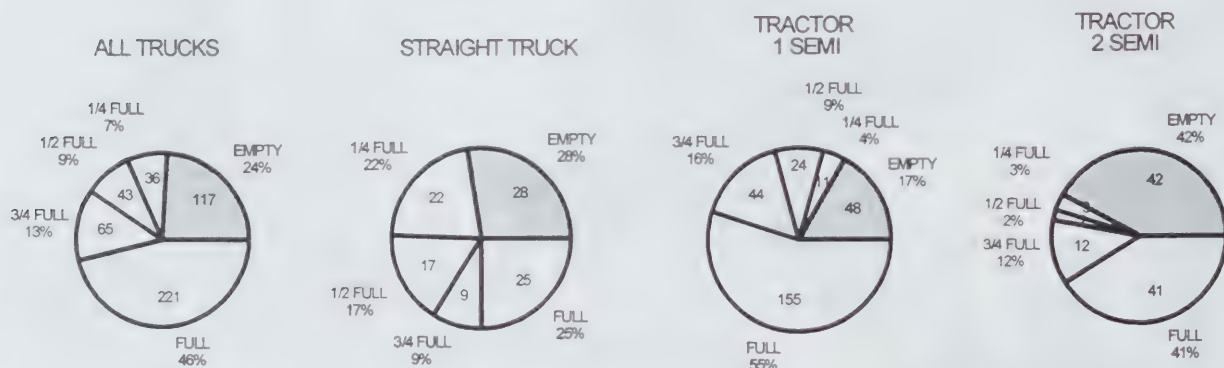
# WASI 517

HWY. 11, STATION #: 106  
DIRECTION: NORTH BOUND

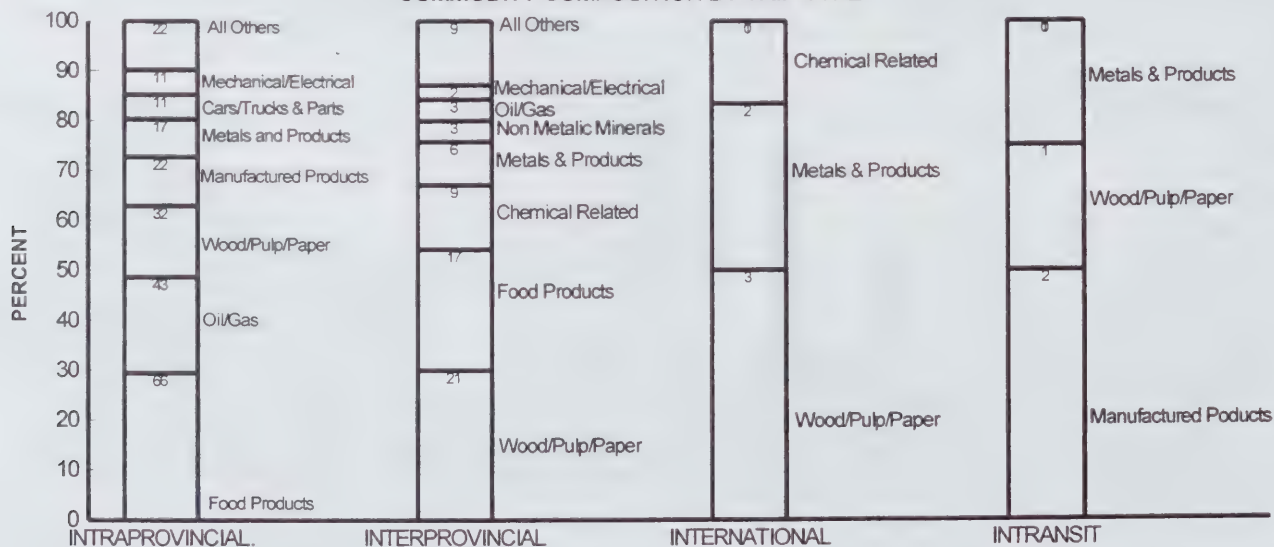
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE

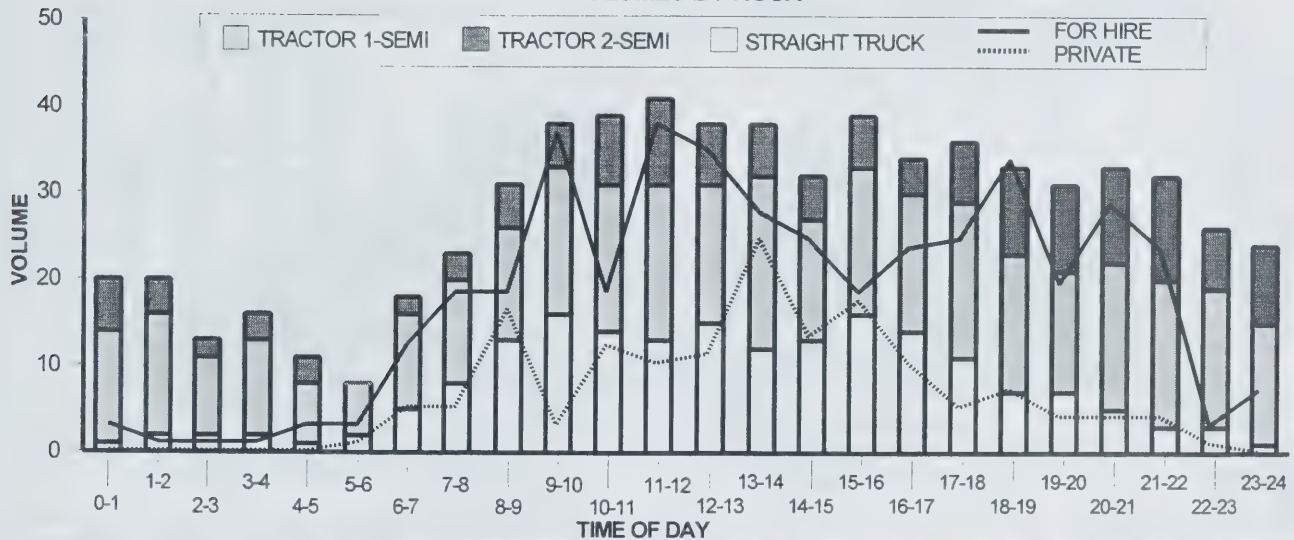




# WASI 517

HWY. 11, STATION #: 107  
DIRECTION: SOUTH BOUND  
LOCATION: 17 KM SOUTH OF NORTH BAY

## TRUCK VOLUMES BY HOUR

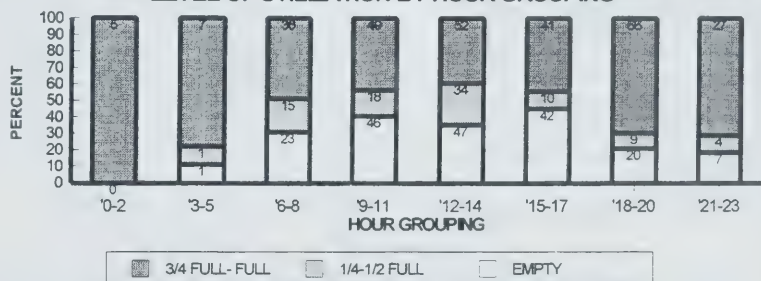


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	20	20	13	16	11	8	18	23	31	38	39	41	38	38	32	39	34	36	33	31	33	32	26	24	674
ALL VEHICLES	52	33	26	24	20	28	92	160	218	265	308	298	310	316	323	324	388	355	230	174	163	154	101	70	4432
% COMMERCIAL	38.5	60.6	50.0	66.7	55.0	28.6	19.6	14.4	14.2	14.3	12.7	13.8	12.3	12.0	9.9	12.0	8.8	10.1	14.3	17.8	20.2	20.8	25.7	34.3	15.2

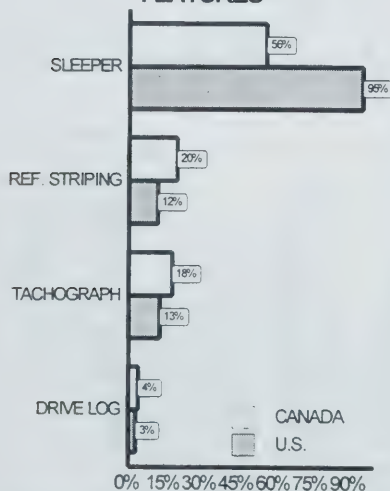
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 17	9	52	83.9%
July 18	8	50	79.4%
July 19	8	46	61.3%
TOTALS	25	148	74.0%

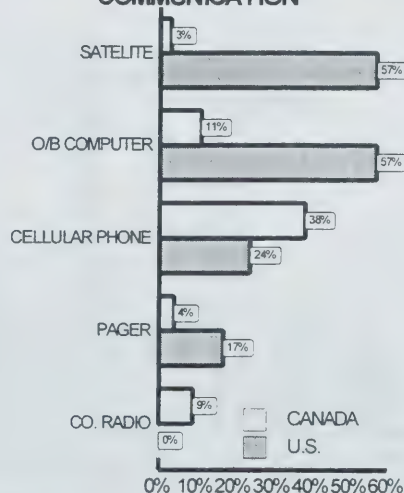
## LEVEL OF UTILIZATION BY HOUR GROUPING



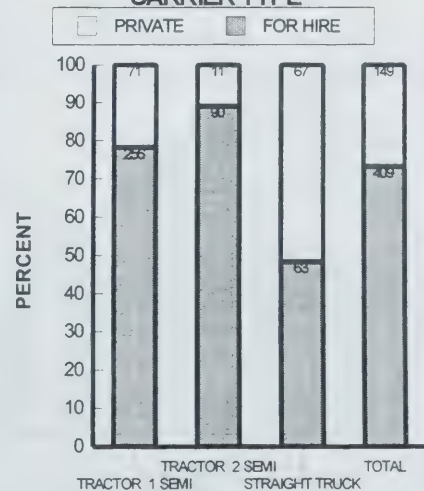
## FEATURES



## COMMUNICATION



## CARRIER TYPE

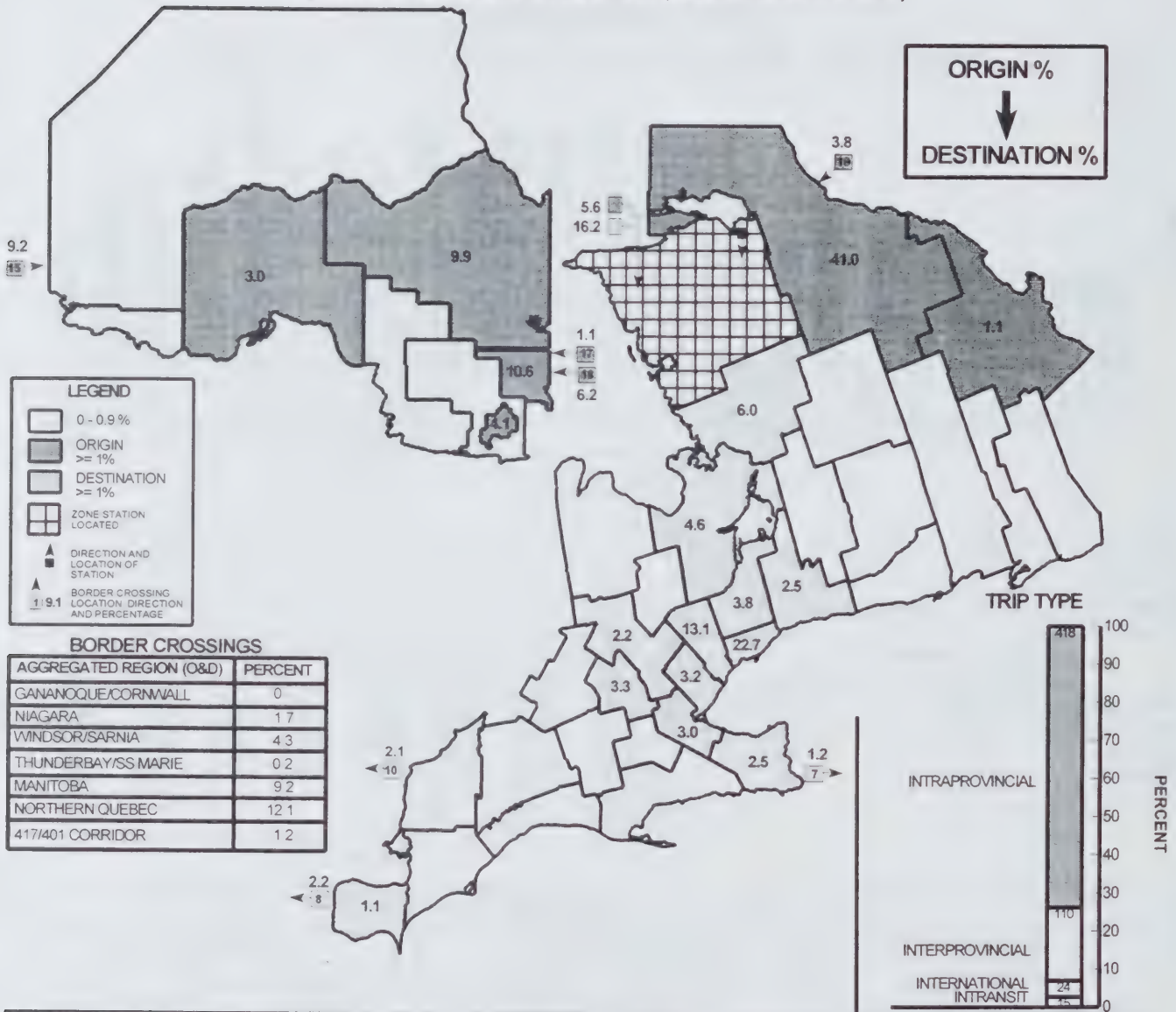


Values represent frequency or mean, unless identified as percent

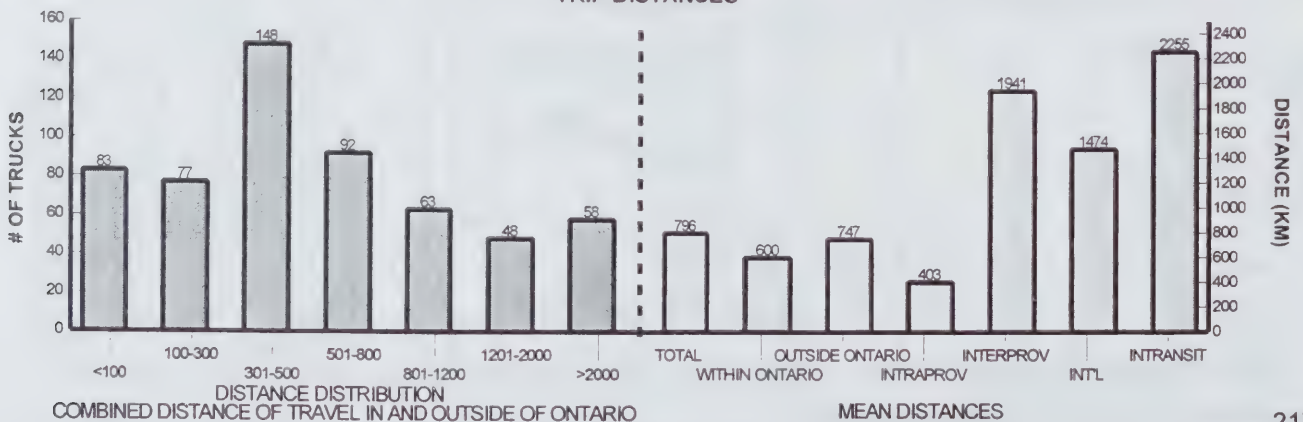
# WASI 517

HWY. 11, STATION #: 107  
DIRECTION: SOUTH BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



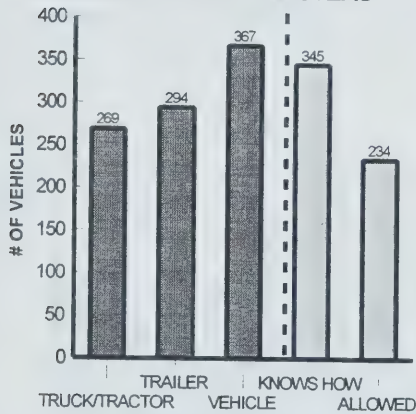
## TRIP DISTANCES



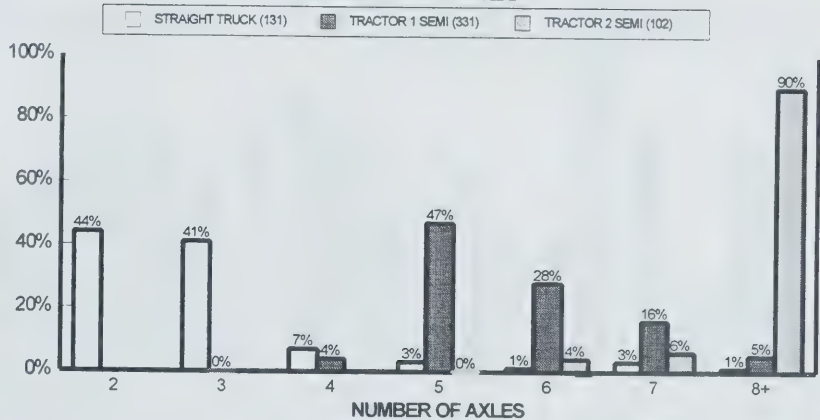
# WASI 517

HWY. 11, STATION #: 107  
DIRECTION: SOUTH BOUND

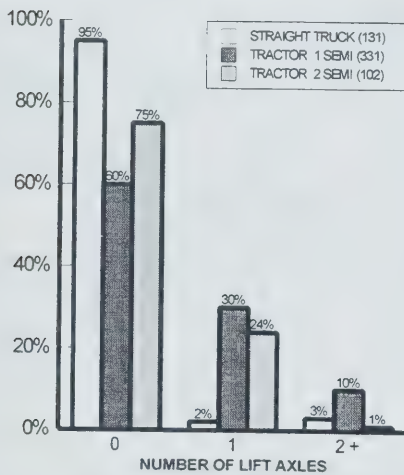
## MANUAL SLACK ADJUSTERS



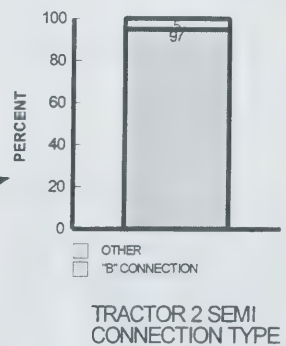
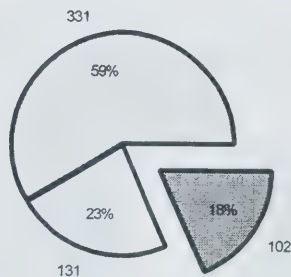
## NUMBER OF AXLES



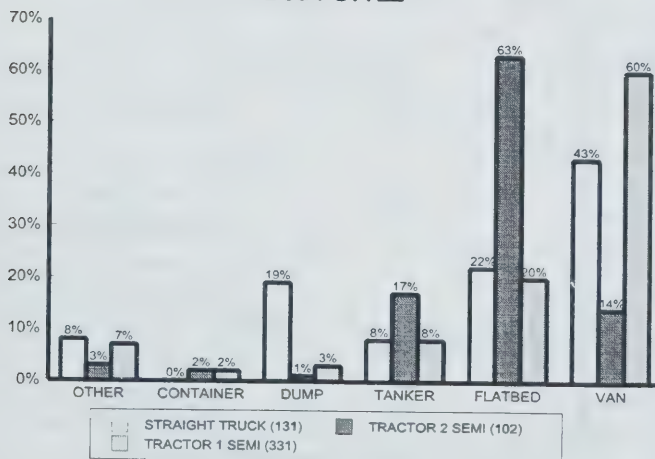
## LIFT AXLES



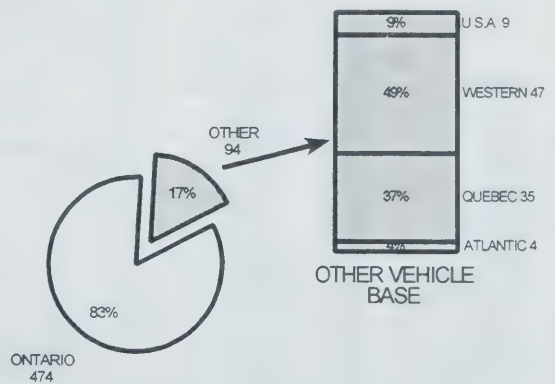
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

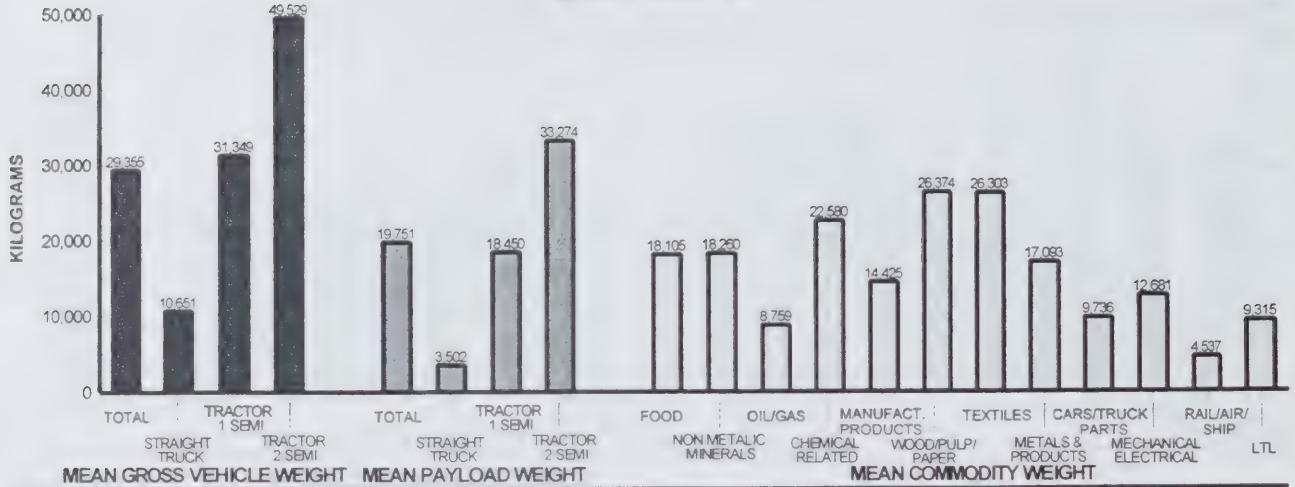




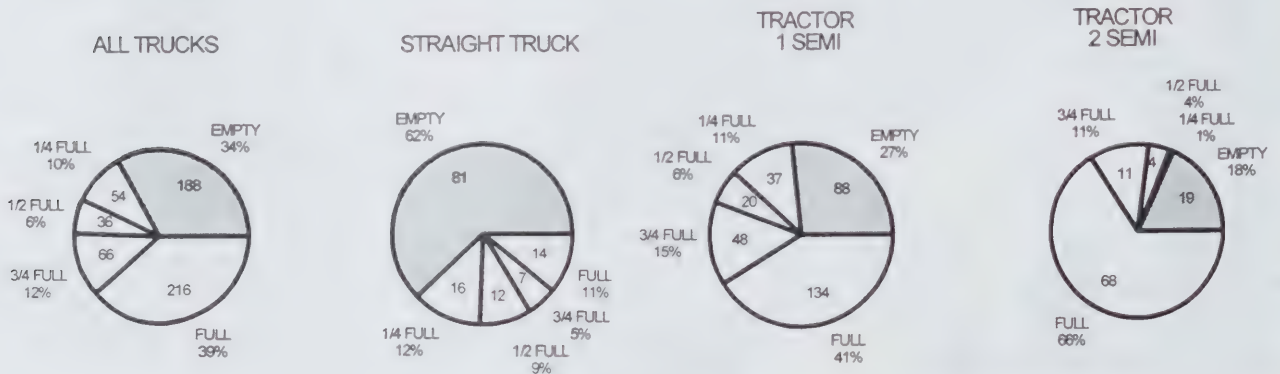
# WASI 517

HWY. 11, STATION #: 107  
DIRECTION: SOUTH BOUND

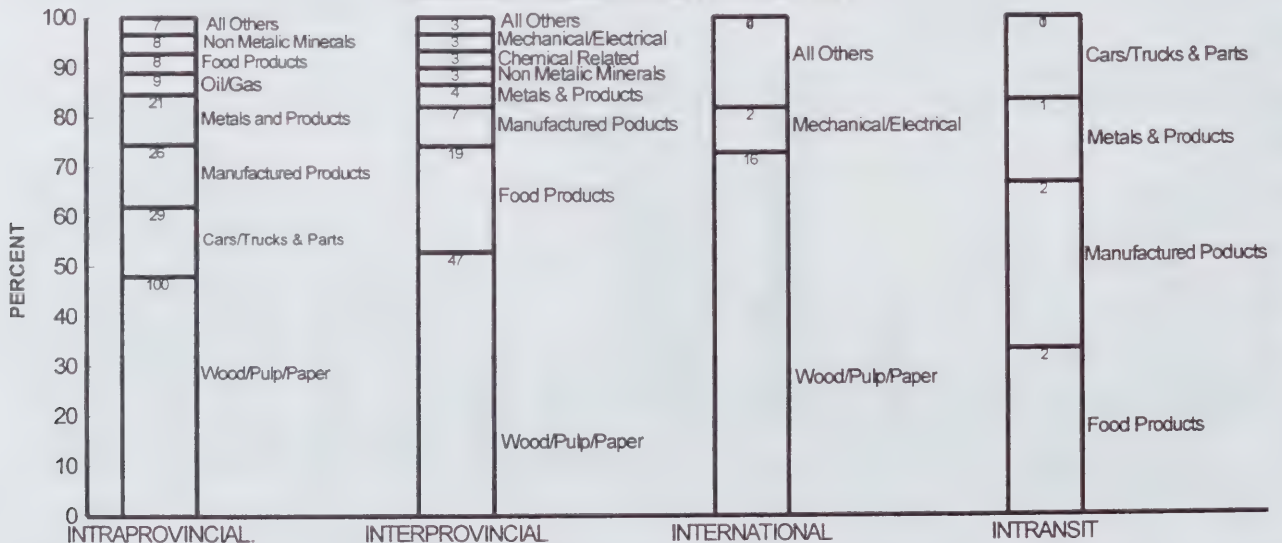
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



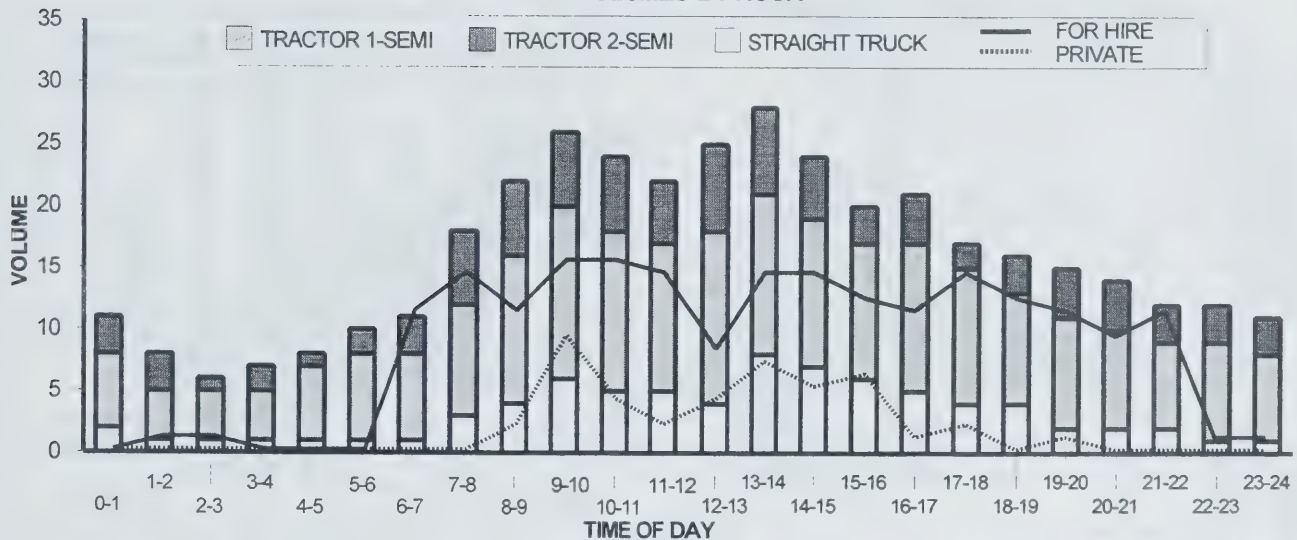
## COMMODITY COMPOSITION BY TRIP TYPE



# COCHRANE 521

HWY. 11, STATION #: 110  
DIRECTION: WEST BOUND  
LOCATION: AT THIRD AVE, COCHRANE

## TRUCK VOLUMES BY HOUR

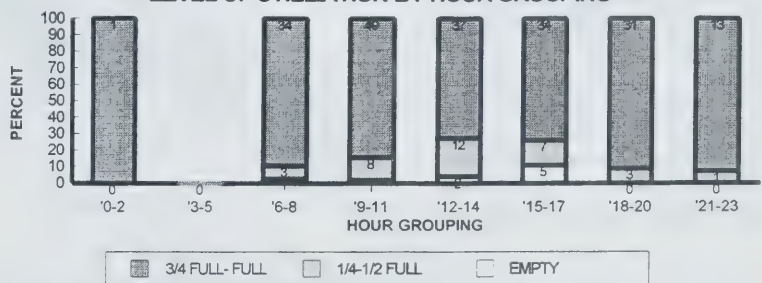


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	11	8	6	7	8	10	11	18	22	26	24	22	25	28	24	20	21	17	16	15	14	12	12	11	388
ALL VEHICLES	19	13	10	10	11	14	28	42	53	65	61	63	68	78	79	79	85	74	68	58	49	38	35	24	1124
% COMMERCIAL	57.9	61.5	60.0	70.0	72.7	71.4	39.3	42.9	41.5	40.0	39.3	34.9	36.8	35.9	30.4	25.3	24.7	23.0	23.5	25.9	28.6	31.6	34.3	45.8	34.5

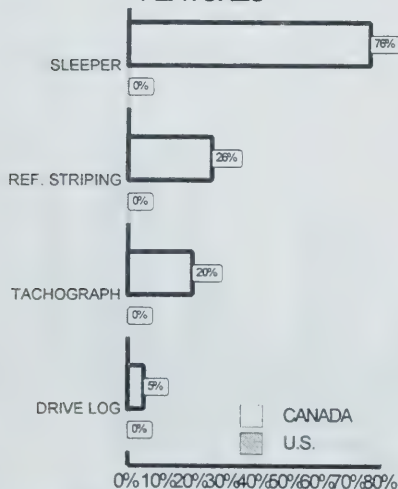
### SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 31	8	22	73.3%
Aug 1	8	27	158.8%
Aug 2	8	35	166.7%
Aug 3	8	27	100.0%
TOTALS	32	111	116.8%

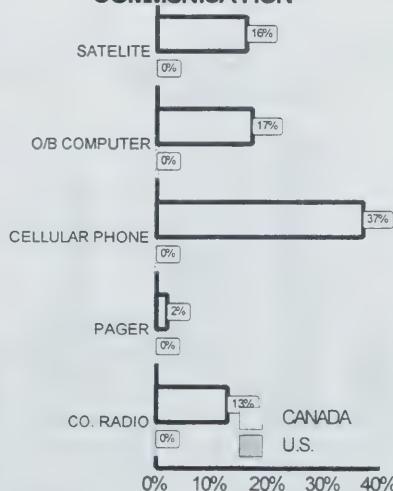
### LEVEL OF UTILIZATION BY HOUR GROUPING



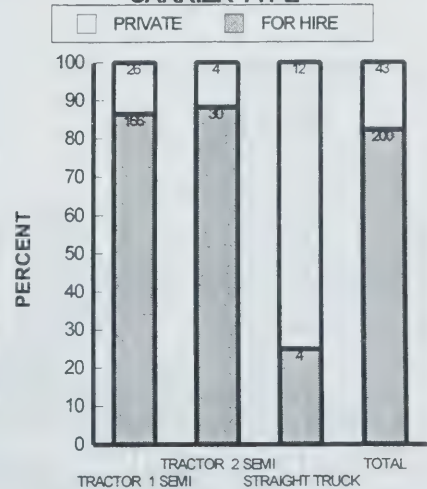
### FEATURES



### COMMUNICATION



### CARRIER TYPE

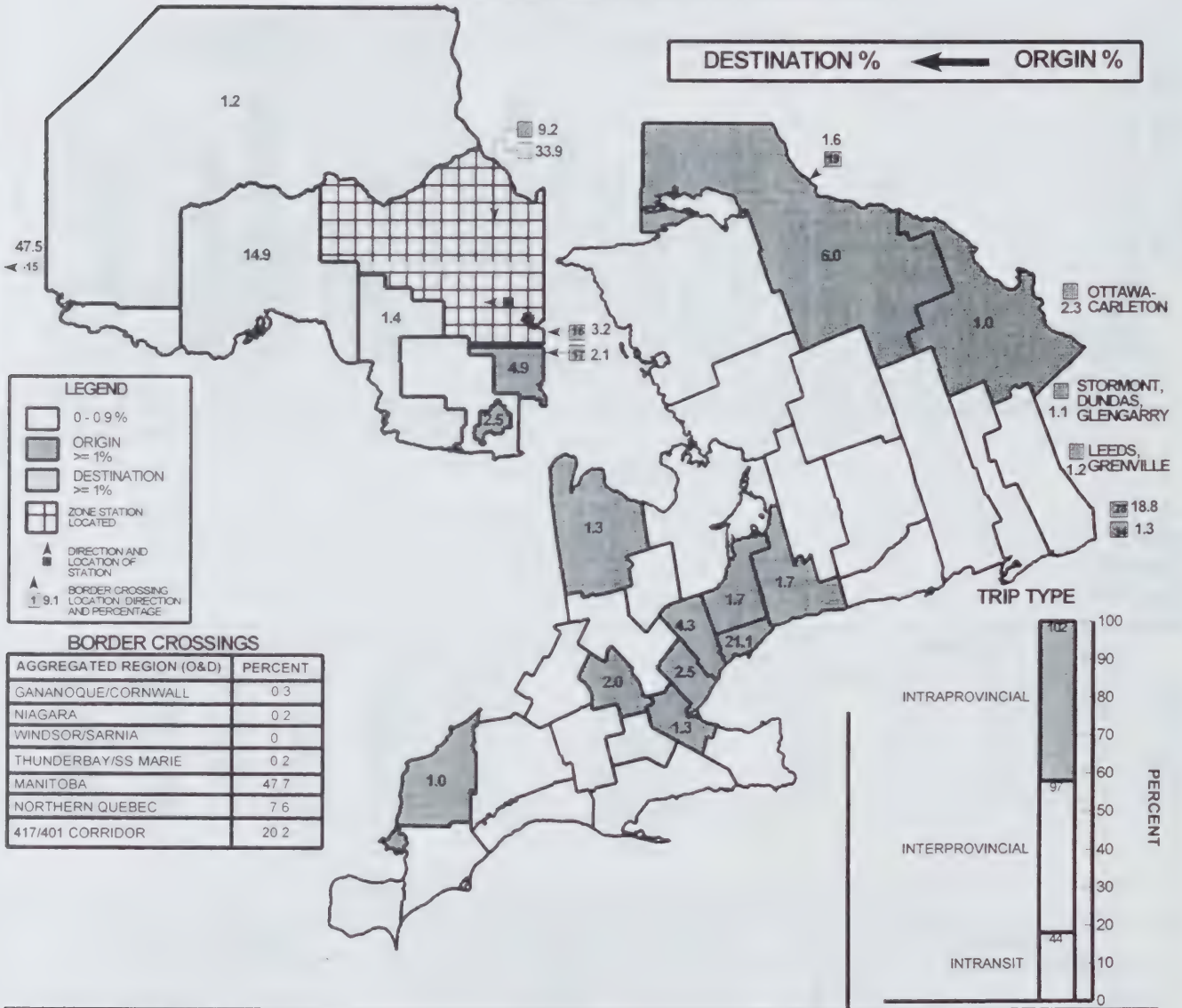


Values represent frequency or mean, unless identified as percent

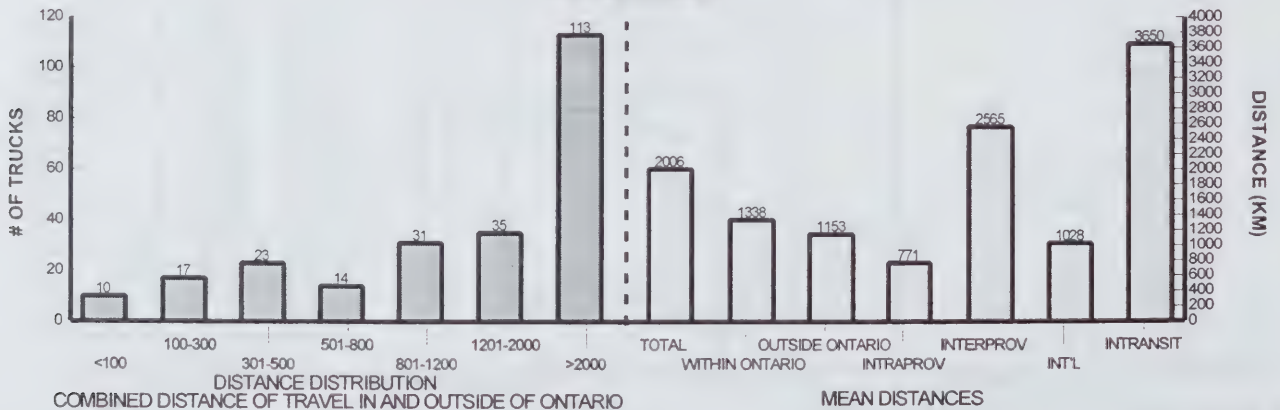
# COCHRANE 521

HWY. 11, STATION #: 110  
DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES

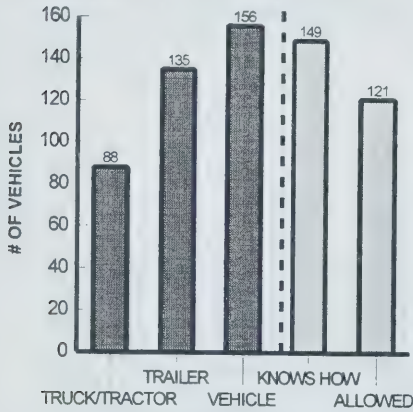




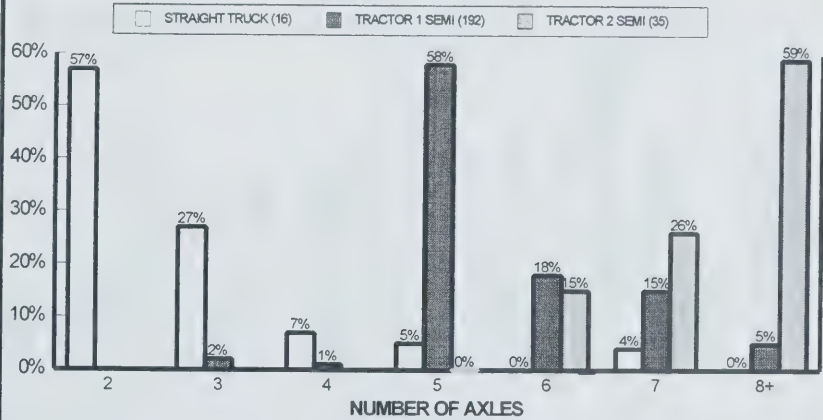
# COCHRANE 521

HWY. 11, STATION #: 110  
DIRECTION: WEST BOUND

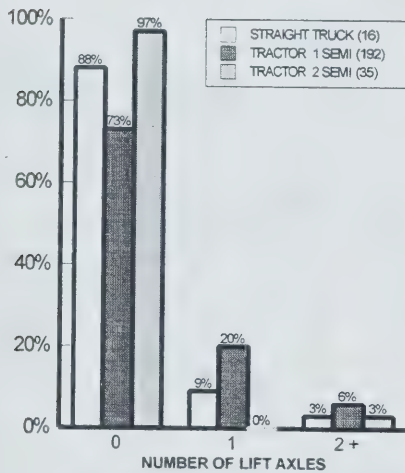
## MANUAL SLACK ADJUSTERS



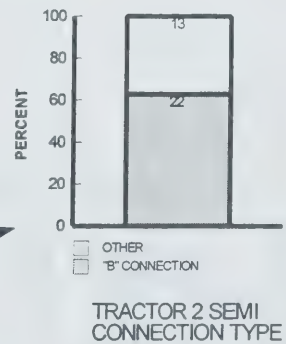
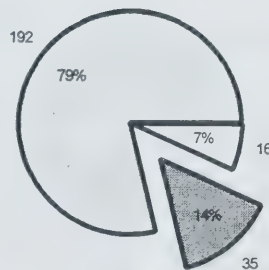
## NUMBER OF AXLES



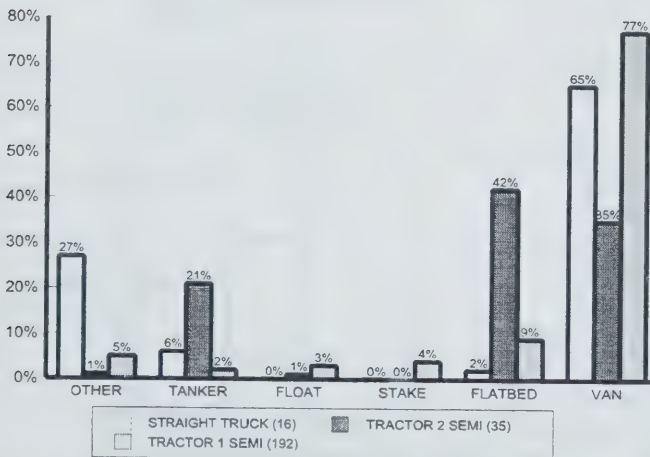
## LIFT AXLES



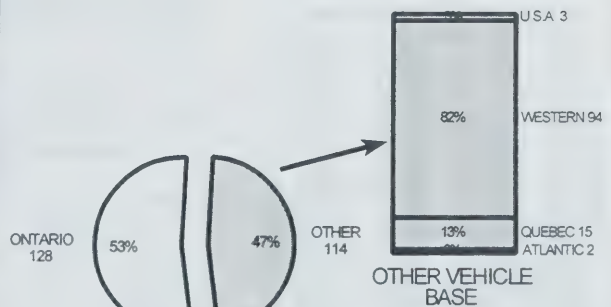
## VEHICLE CONFIGURATION



## BODY STYLE



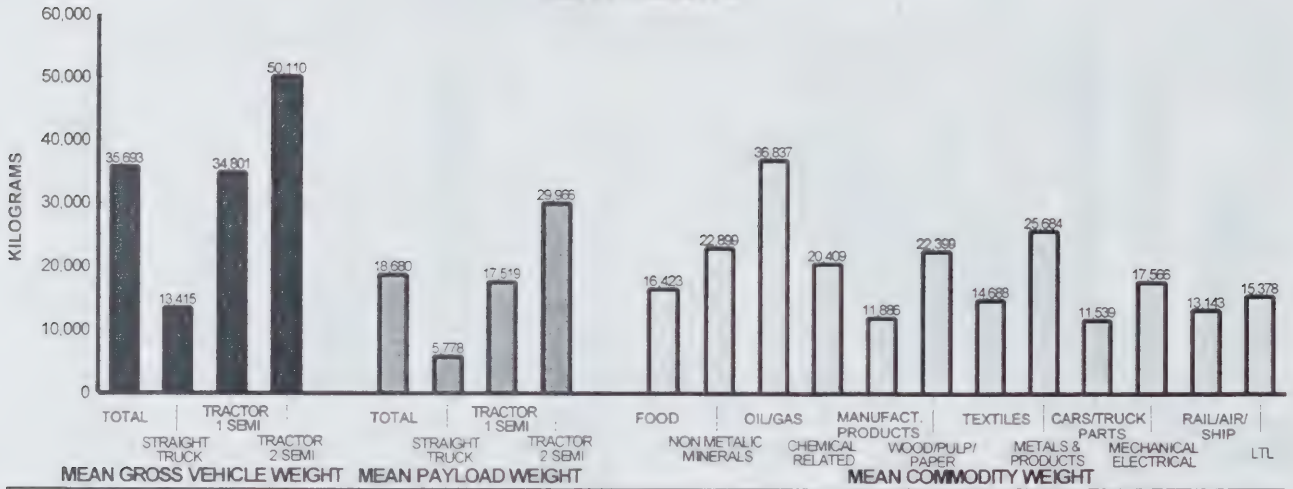
## VEHICLE BASE



# COCHRANE 521

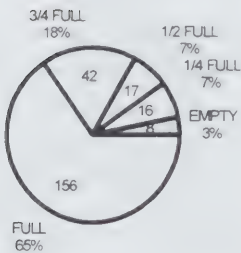
HWY. 11, STATION #: 110  
DIRECTION: WEST BOUND

## MEAN WEIGHTS

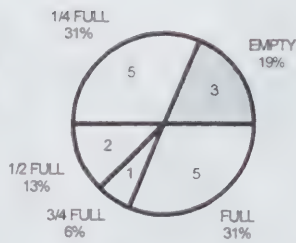


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

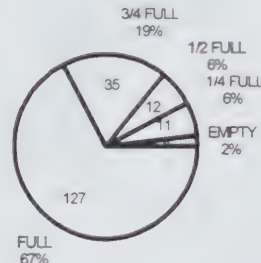
### ALL TRUCKS



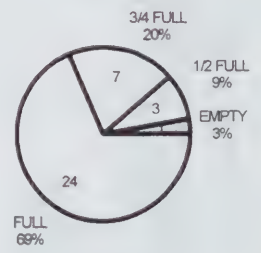
### STRAIGHT TRUCK



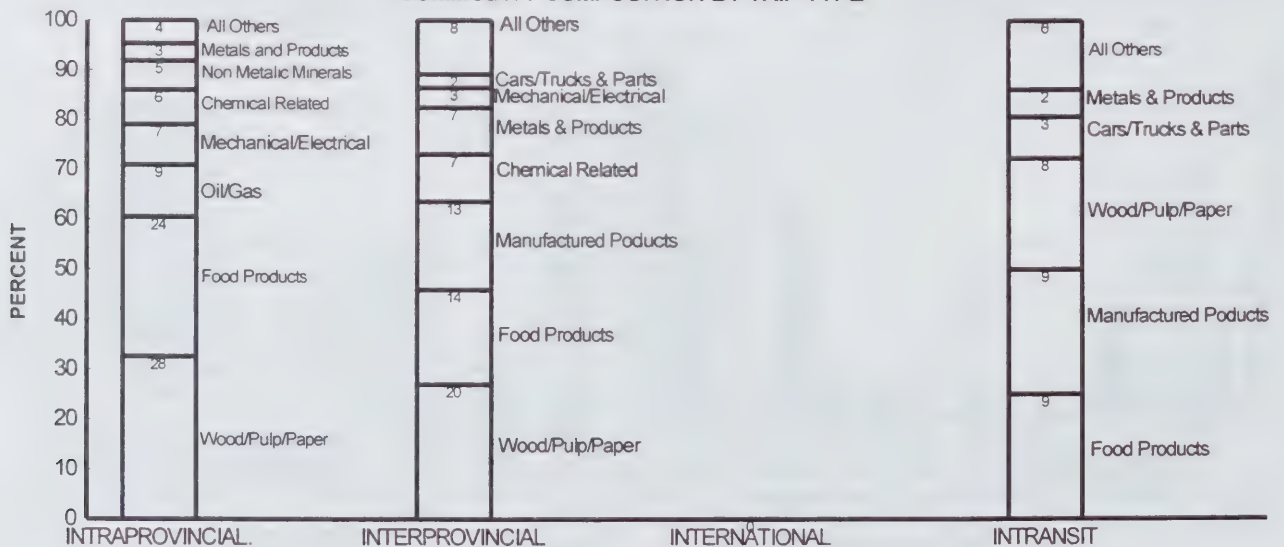
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



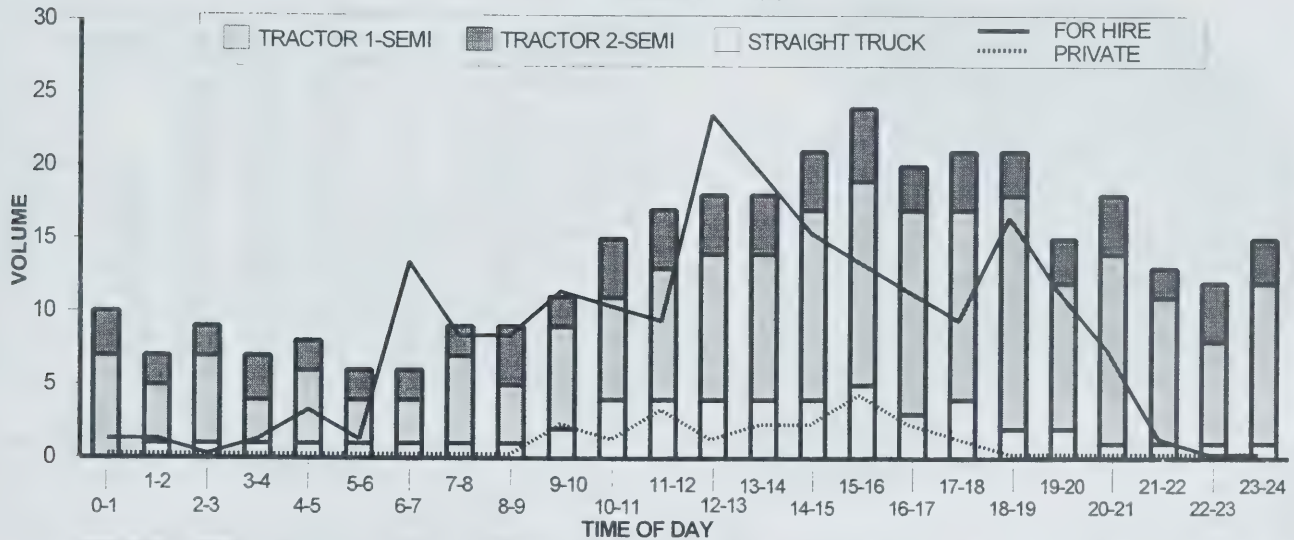
## COMMODITY COMPOSITION BY TRIP TYPE



# HEARST 522

HWY. 11, STATION #: 127  
DIRECTION: EAST BOUND  
LOCATION: AT HEARST

## TRUCK VOLUMES BY HOUR

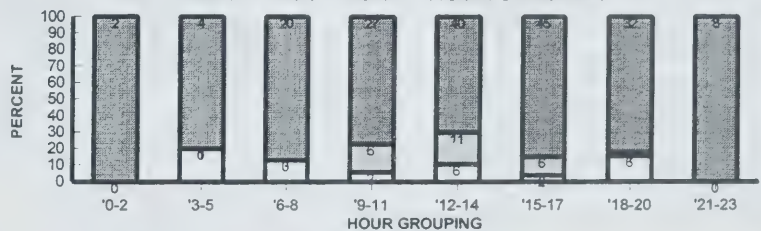


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	10	7	9	7	8	6	6	9	9	11	15	17	18	18	21	24	20	21	21	15	18	13	12	15	330
ALL VEHICLES	23	14	15	13	16	22	36	67	87	71	85	94	120	128	121	134	144	155	125	86	100	85	52	37	1830
% COMMERCIAL	43.5	50.0	60.0	53.8	50.0	27.3	16.7	13.4	10.3	15.5	17.6	18.1	15.0	14.1	17.4	17.9	13.9	13.5	16.8	17.4	18.0	15.3	23.1	40.5	18.0

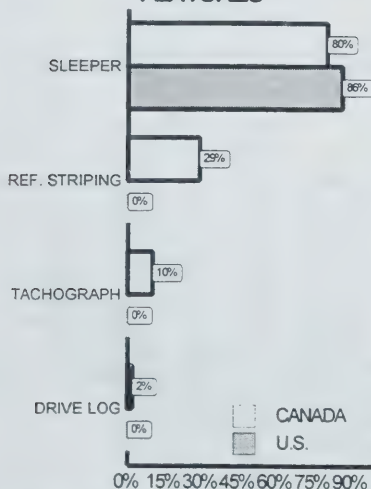
### SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Aug 01	6	15	83.3%
Aug 02	8	32	94.1%
Aug 03	6	18	112.5%
Aug 04	8	21	110.5%
TOTALS	28	86	98.9%

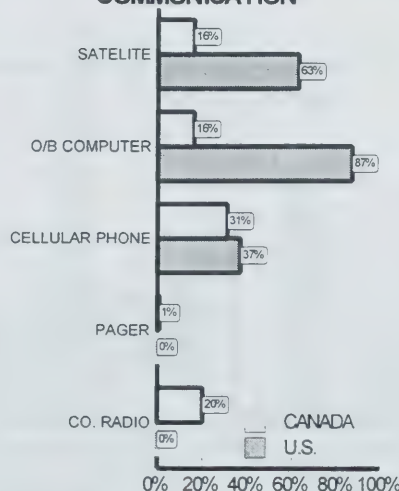
### LEVEL OF UTILIZATION BY HOUR GROUPING



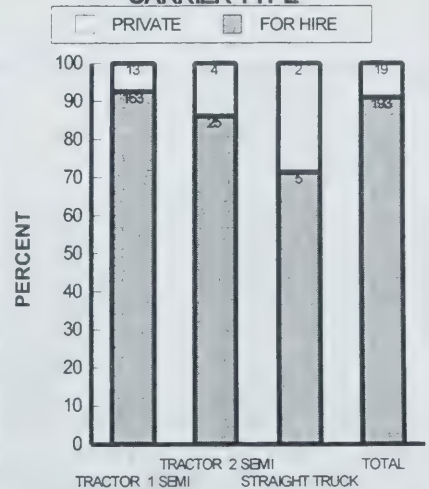
### FEATURES



### COMMUNICATION



### CARRIER TYPE



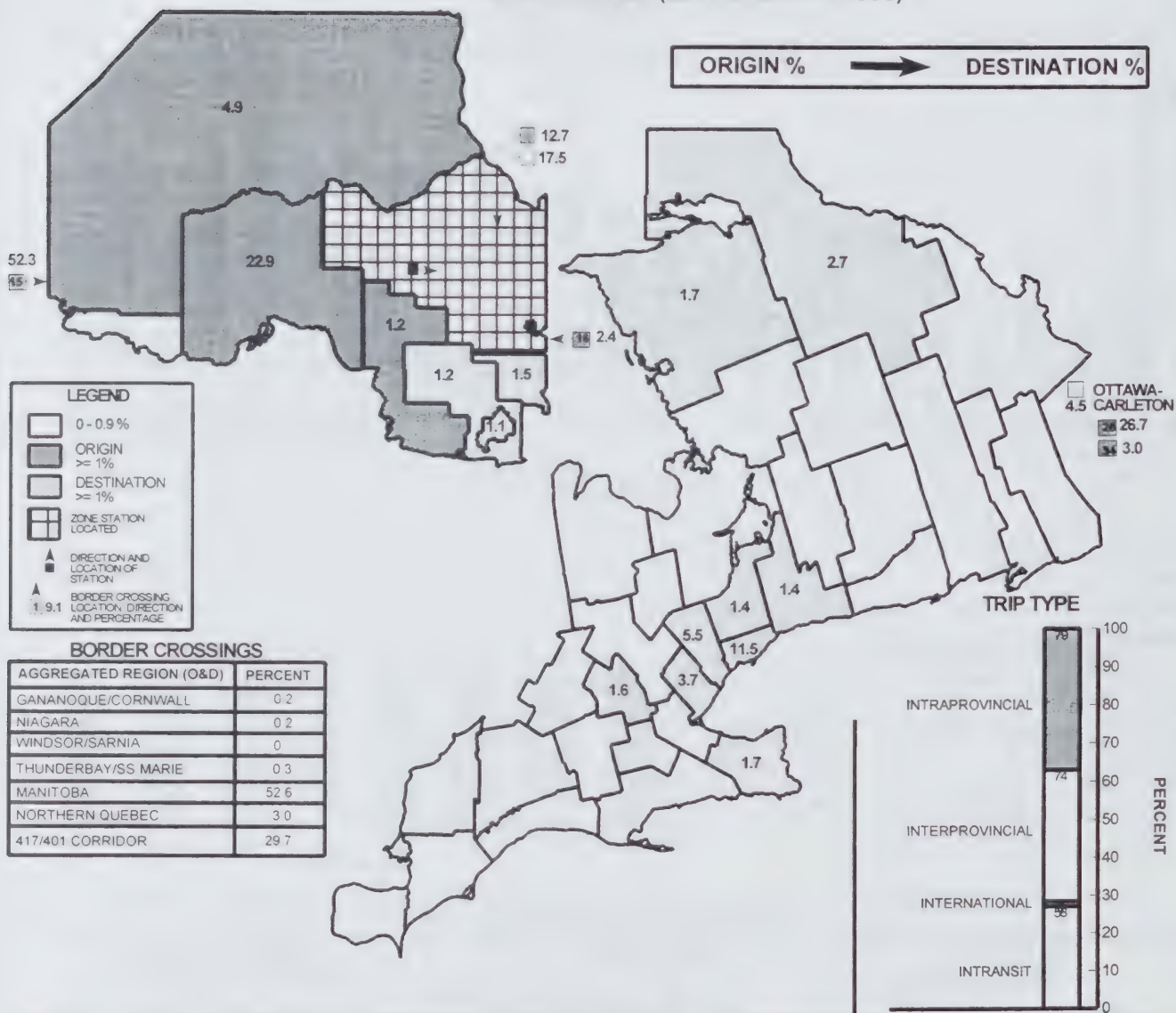
Values represent frequency or mean, unless identified as percent



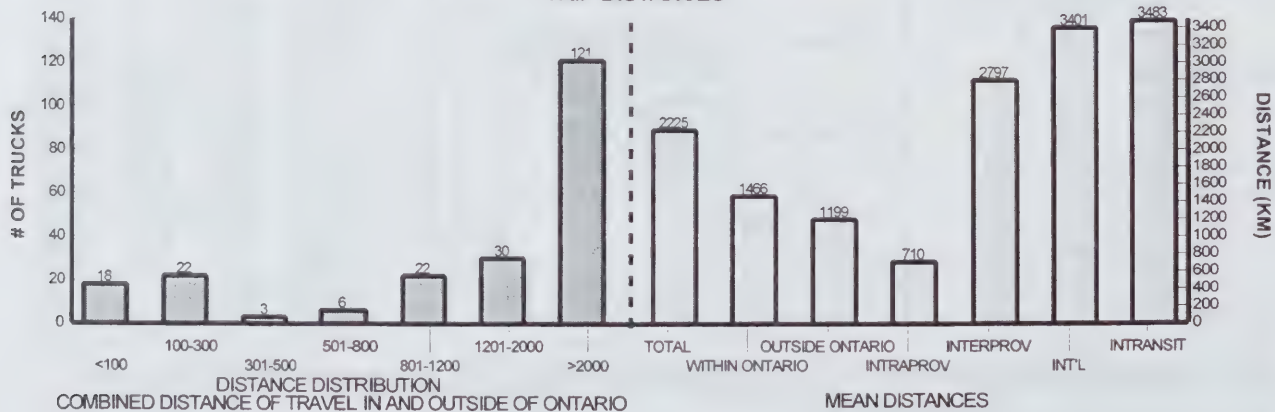
# HEARST 522

HWY. 11, STATION #: 127  
DIRECTION: EAST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



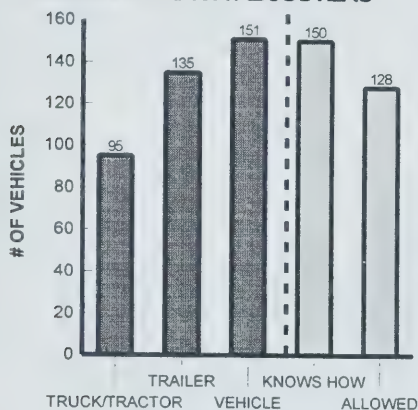
## TRIP DISTANCES



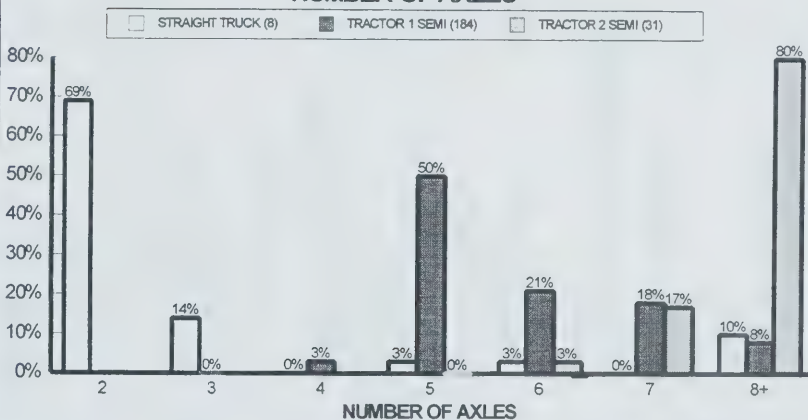
# HEARST 522

HWY. 11, STATION #: 127  
DIRECTION: EAST BOUND

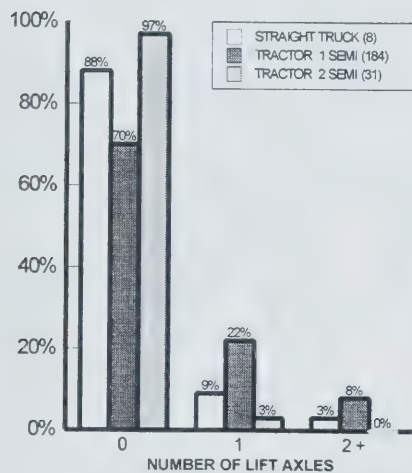
## MANUAL SLACK ADJUSTERS



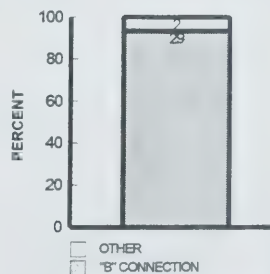
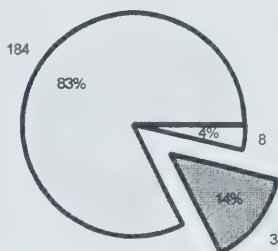
## NUMBER OF AXLES



## LIFT AXLES

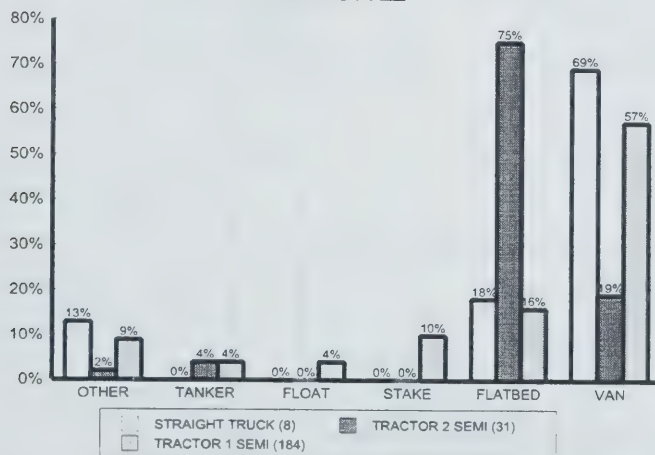


## VEHICLE CONFIGURATION

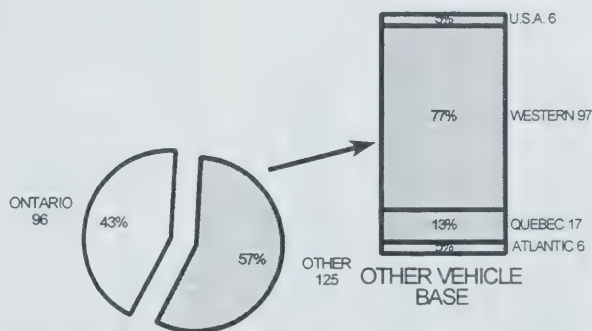


TRACTOR 2 SEMI  
CONNECTION TYPE

## BODY STYLE



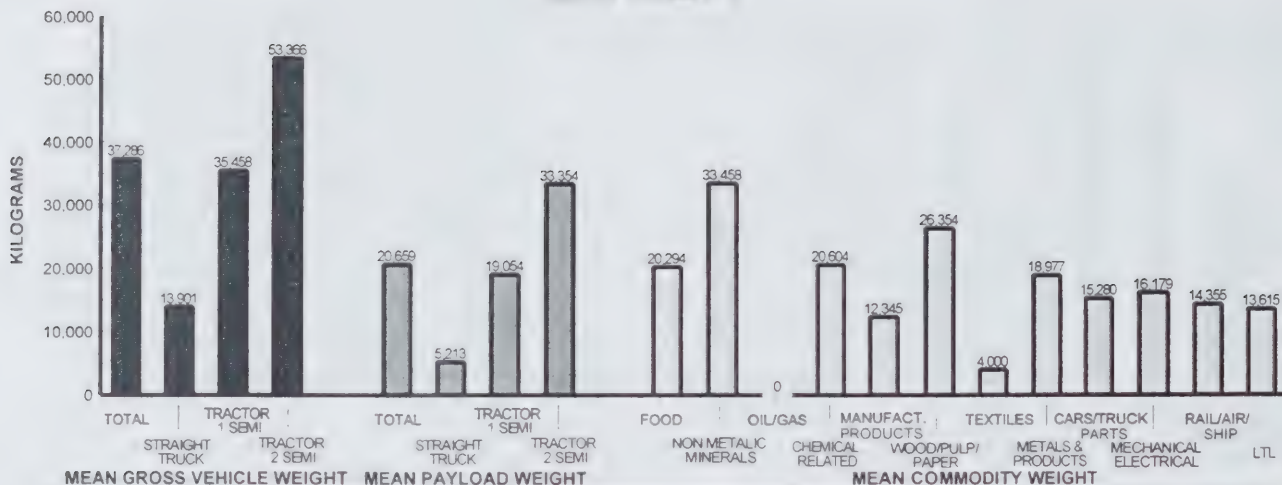
## VEHICLE BASE



# HEARST 522

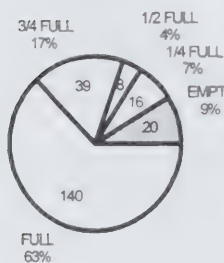
HWY. 11, STATION #: 127  
DIRECTION: EAST BOUND

## MEAN WEIGHTS

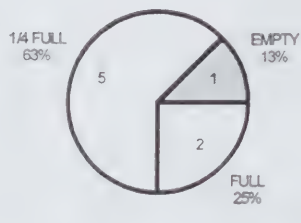


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

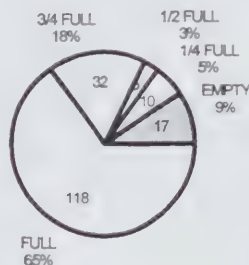
### ALL TRUCKS



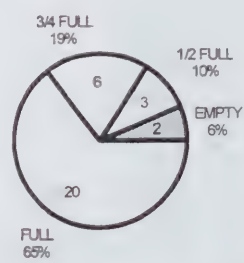
### STRAIGHT TRUCK



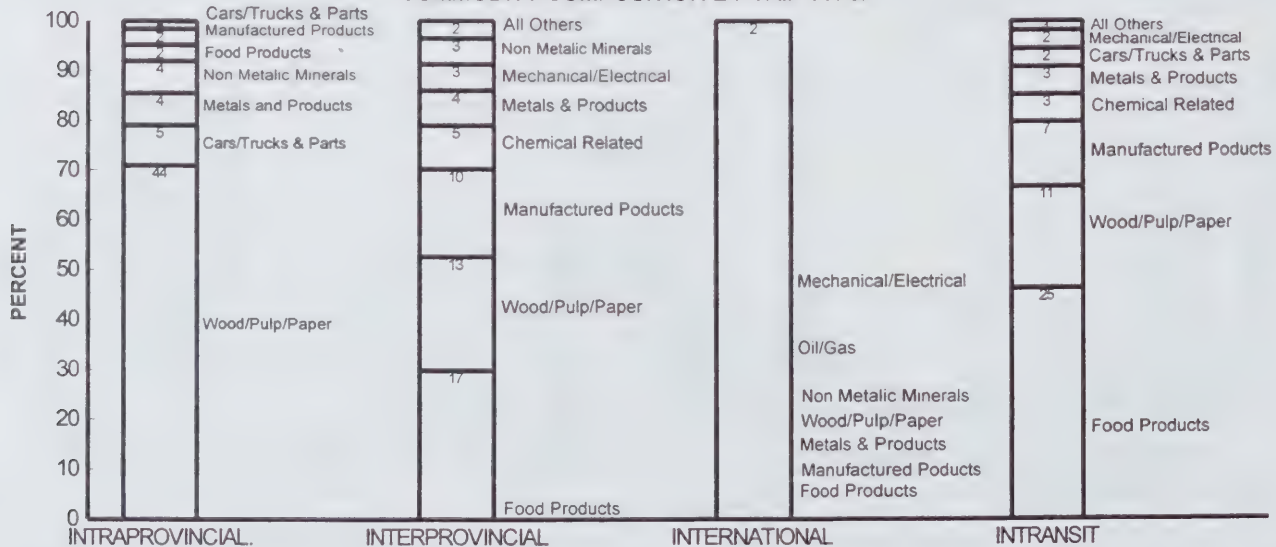
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



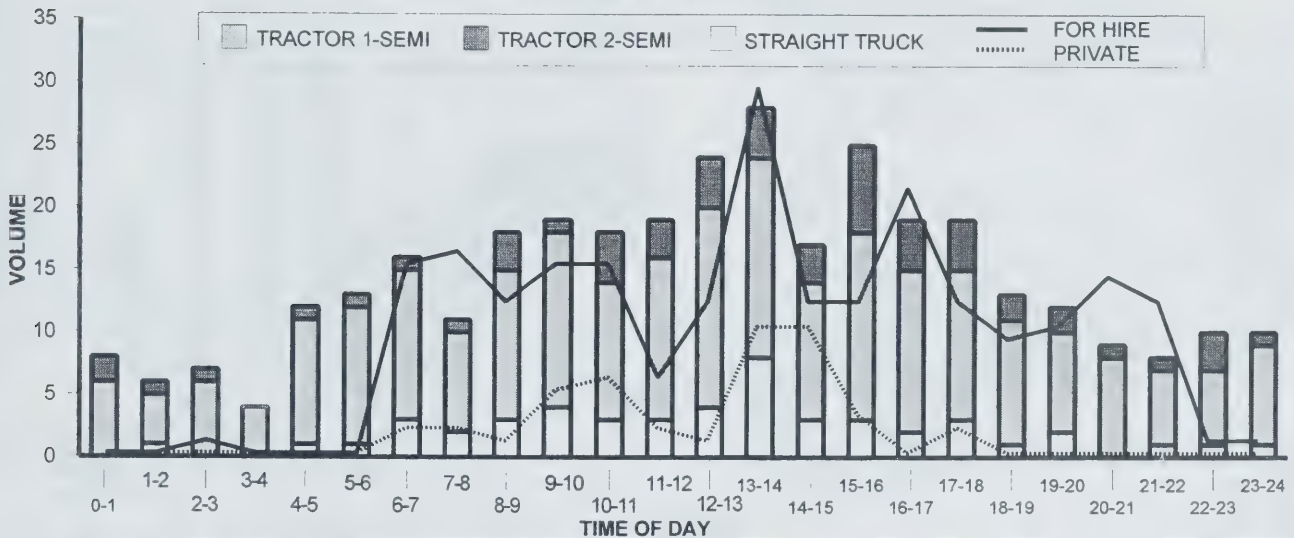
## COMMODITY COMPOSITION BY TRIP TYPE





# HEARST 522

HWY. 11, STATION #: 128  
DIRECTION: WEST BOUND  
LOCATION: AT HEARST  
TRUCK VOLUMES BY HOUR

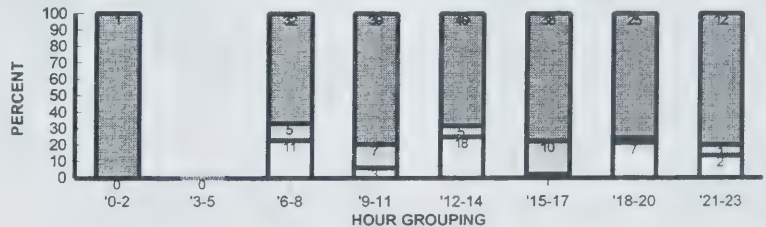


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	8	6	7	4	12	13	16	11	18	19	18	19	24	28	17	25	19	19	13	12	9	8	10	10	345
ALL VEHICLES	19	10	13	13	31	53	64	52	79	85	93	104	126	134	116	135	31	141	102	86	70	59	55	29	1800
% COMMERCIAL	42.1	60.0	53.8	30.8	38.7	24.5	25.0	21.2	22.8	22.4	19.4	18.3	19.0	20.9	14.7	18.5	14.5	13.5	12.7	14.0	12.9	13.6	18.2	34.5	19.2

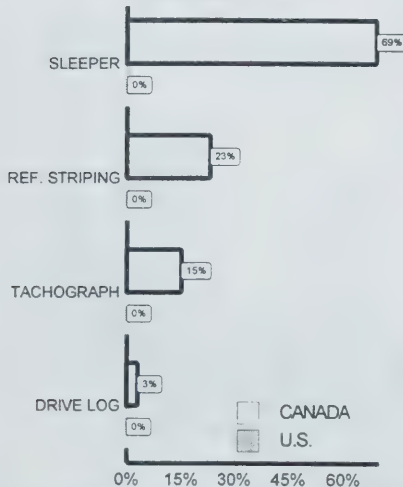
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
Aug 01	6	28	81.5%
Aug 02	9	14	50.0%
Aug 03	7	14	113.6%
Aug 04	7	18	175.0%
TOTALS	29	74	83.8%

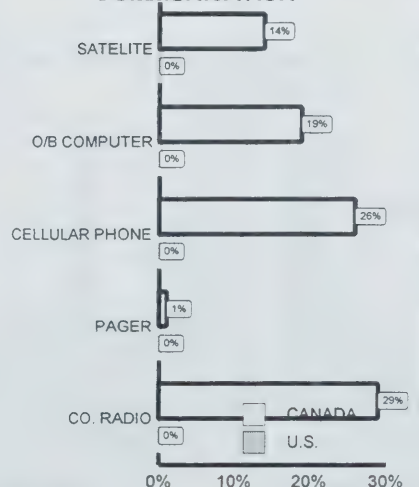
## LEVEL OF UTILIZATION BY HOUR GROUPING



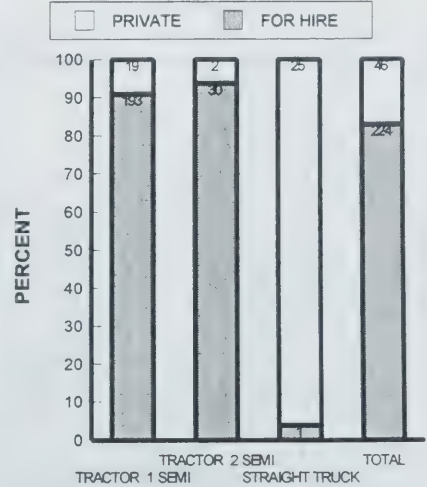
## FEATURES



## COMMUNICATION



## CARRIER TYPE

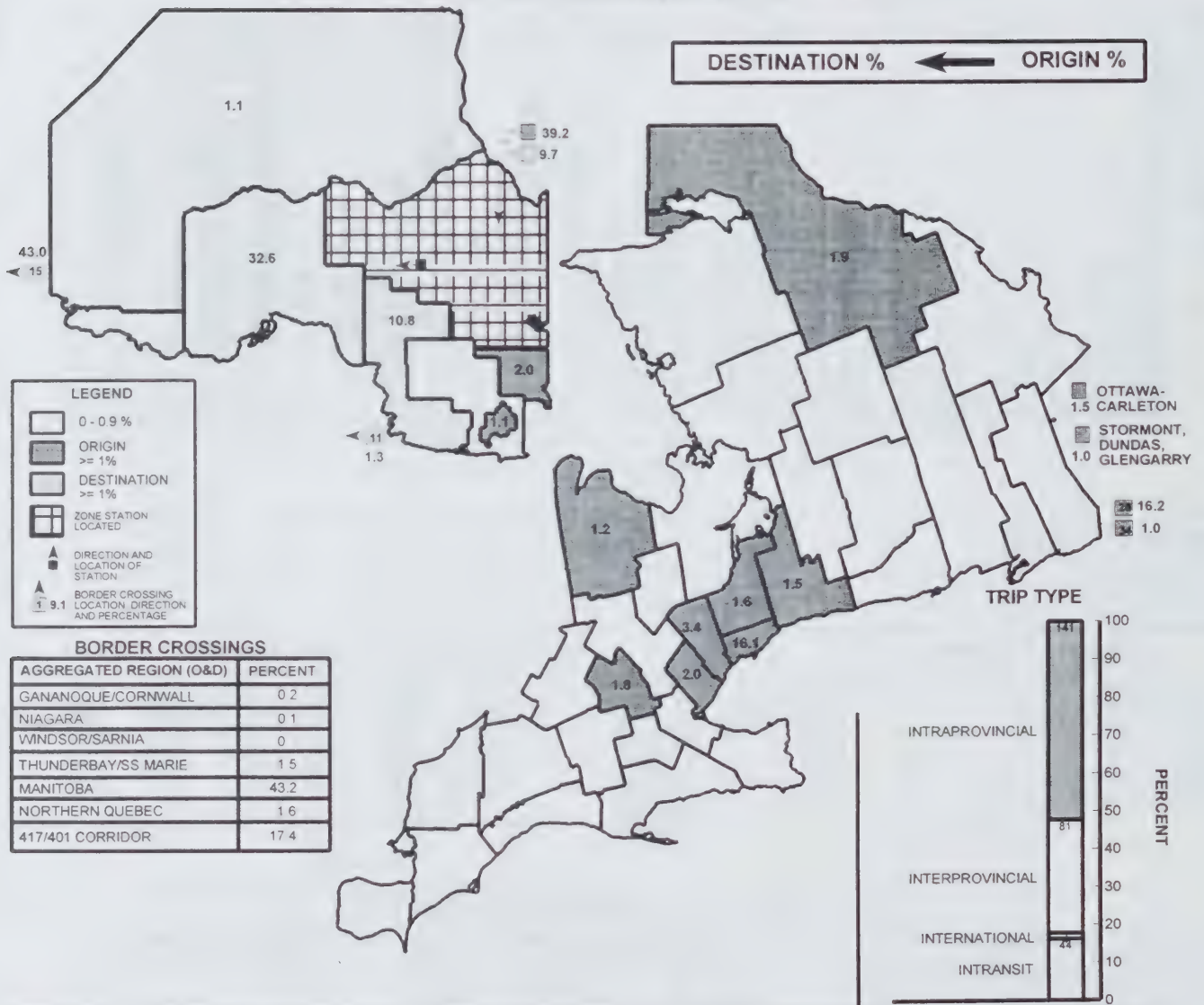


Values represent frequency or mean, unless identified as percent

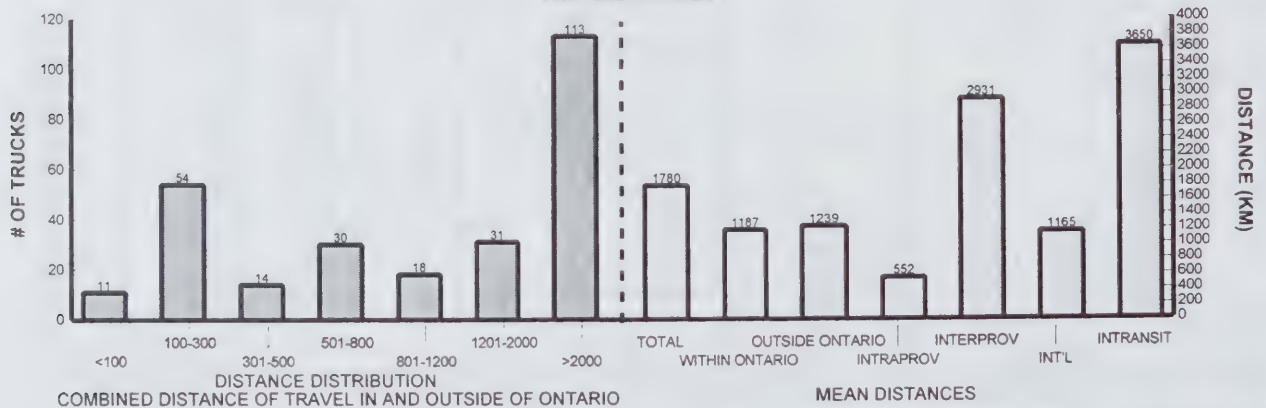
# HEARST 522

HWY. 11, STATION #: 128  
DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



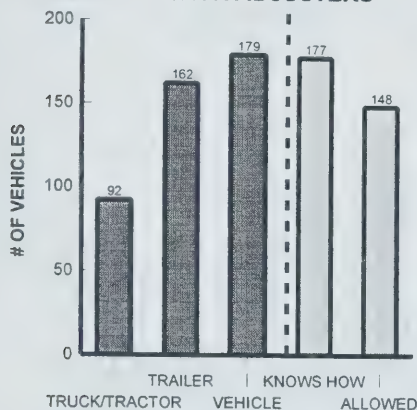
## TRIP DISTANCES



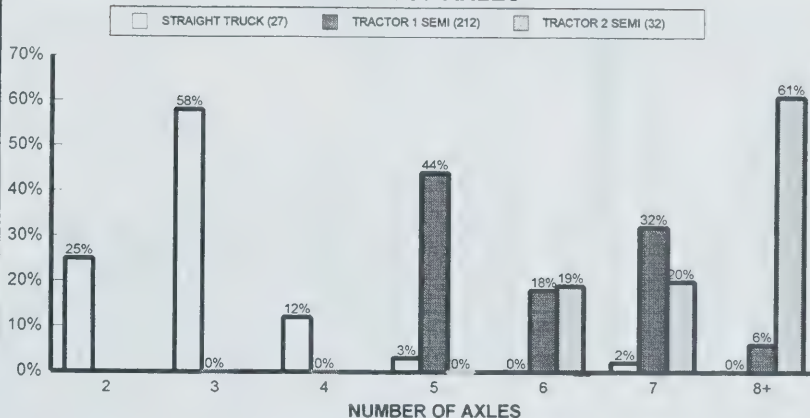
# HEARST 522

HWY. 11, STATION #: 128  
DIRECTION: WEST BOUND

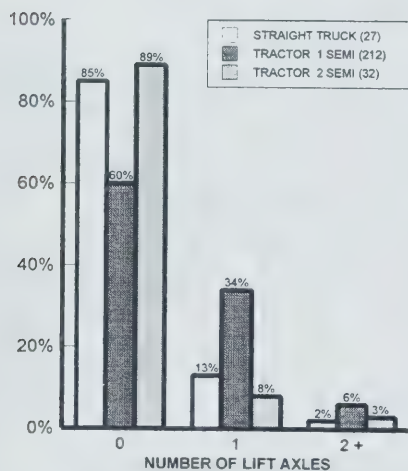
## MANUAL SLACK ADJUSTERS



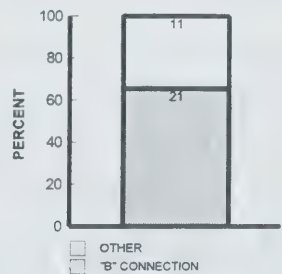
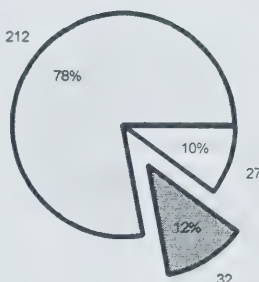
## NUMBER OF AXLES



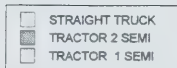
## LIFT AXLES



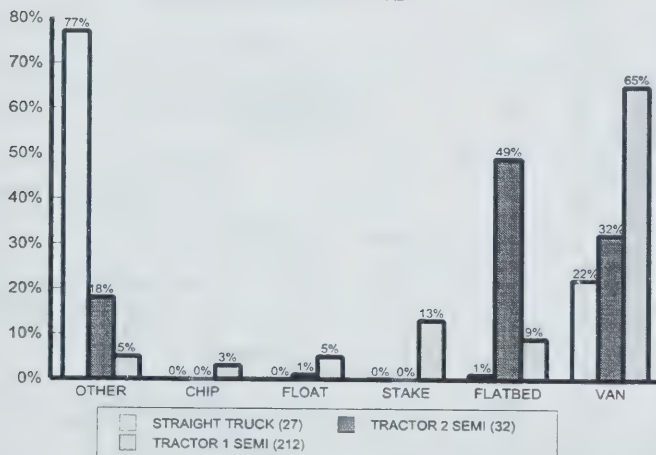
## VEHICLE CONFIGURATION



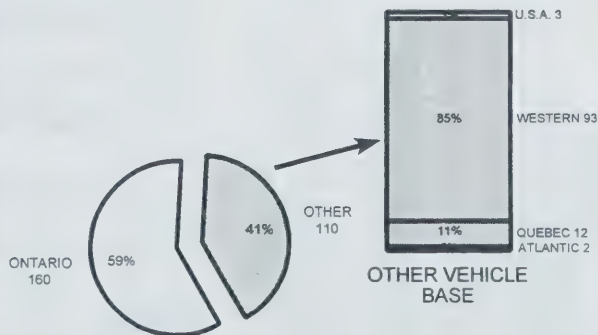
TRACTOR 2 SEMI  
CONNECTION TYPE



## BODY STYLE



## VEHICLE BASE

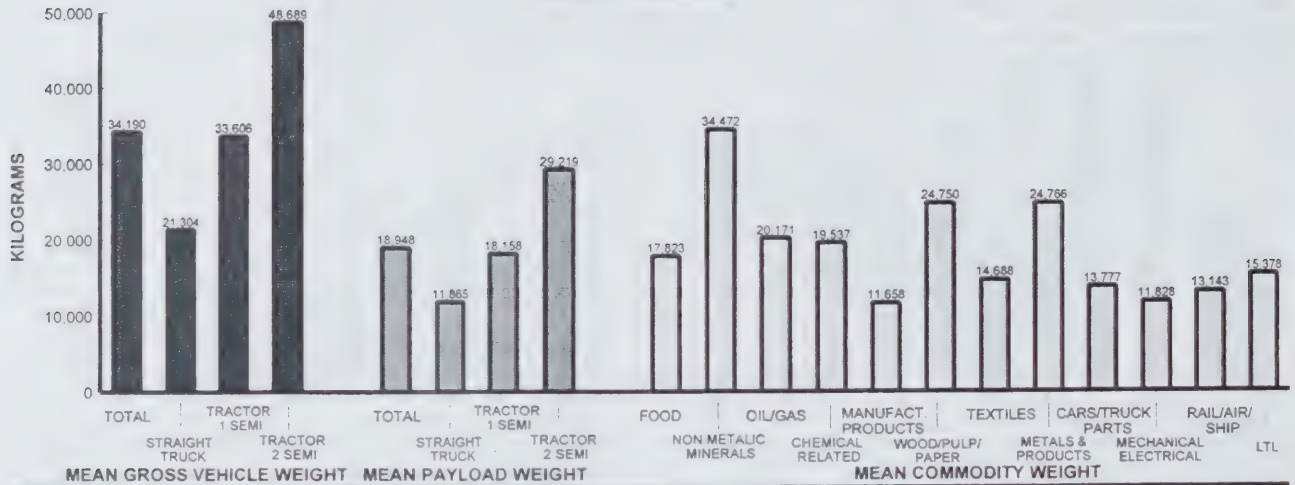




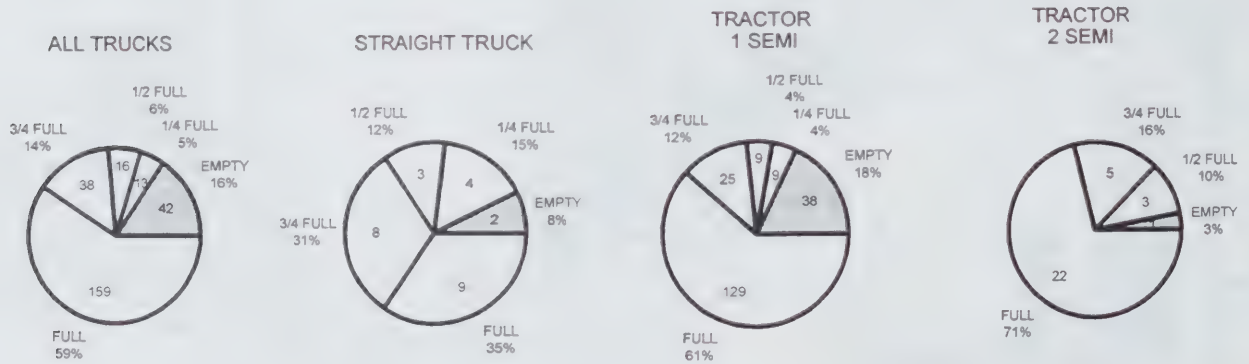
# HEARST 522

HWY. 11, STATION #: 128  
DIRECTION: WEST BOUND

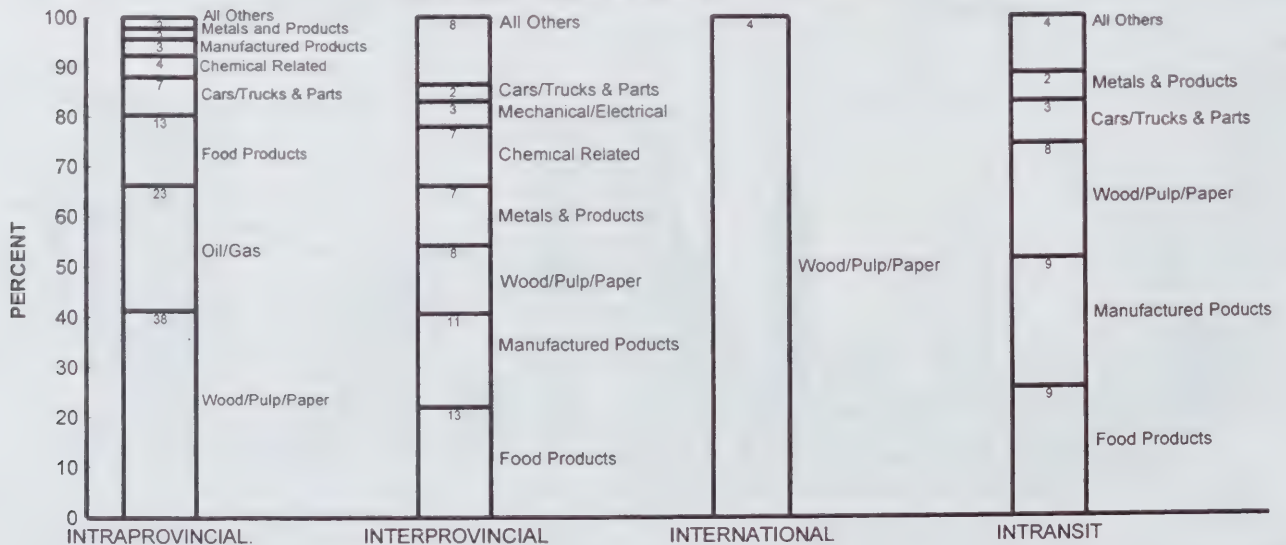
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



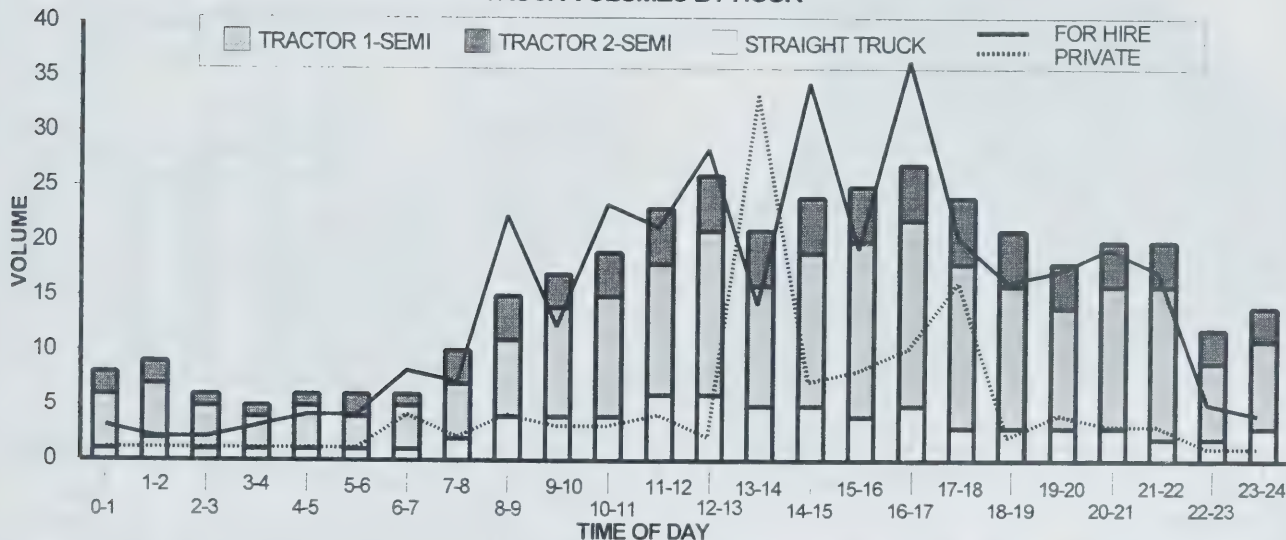
# NEW LISKEARD 523

HWY. 11, STATION #: 144

DIRECTION: SOUTH BOUND

LOCATION: 8 KM NORTH OF NEW LISKEARD

## TRUCK VOLUMES BY HOUR

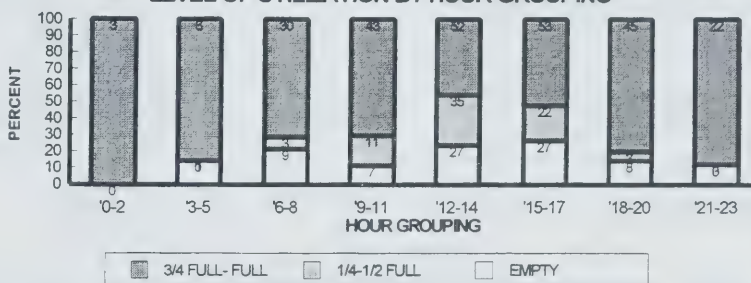


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	7	11	7	10	11	13	23	25	26	31	25	23	24	20	23	15	17	18	18	14	24	25	13	9	432
ALL VEHICLES	38	28	17	23	24	41	83	105	122	134	173	182	215	228	252	252	275	235	197	156	183	216	86	72	3336
% COMMERCIAL	18.4	39.3	41.2	43.5	45.8	31.7	27.7	23.8	21.3	23.1	14.5	12.6	11.2	8.8	9.1	6.0	6.2	7.7	9.1	9.0	13.1	11.6	15.1	12.5	12.9

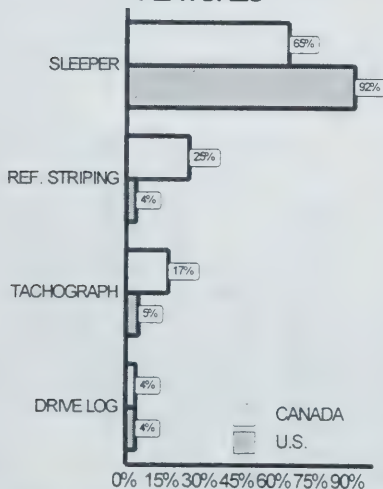
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 20	12	27	58.7%
July 21	11	22	57.9%
July 24	8	21	75.0%
July 25	5	11	40.7%
July 26	41	7	53.8%
TOTALS	236	88	57.9%

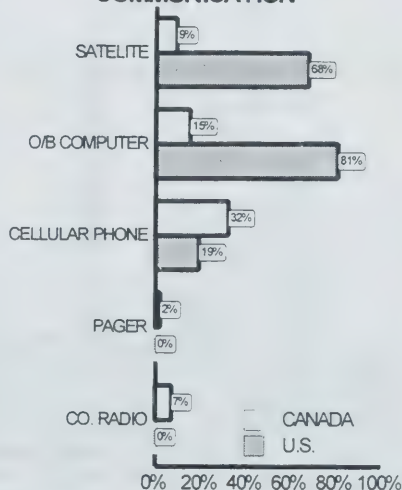
## LEVEL OF UTILIZATION BY HOUR GROUPING



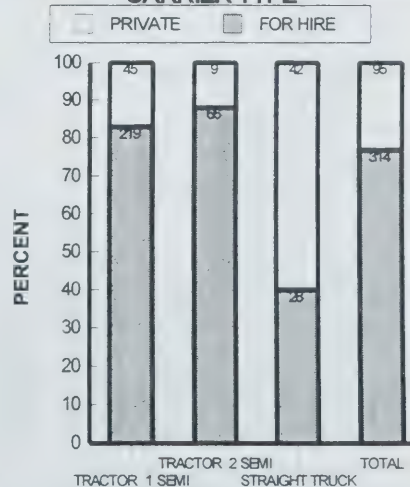
## FEATURES



## COMMUNICATION



## CARRIER TYPE



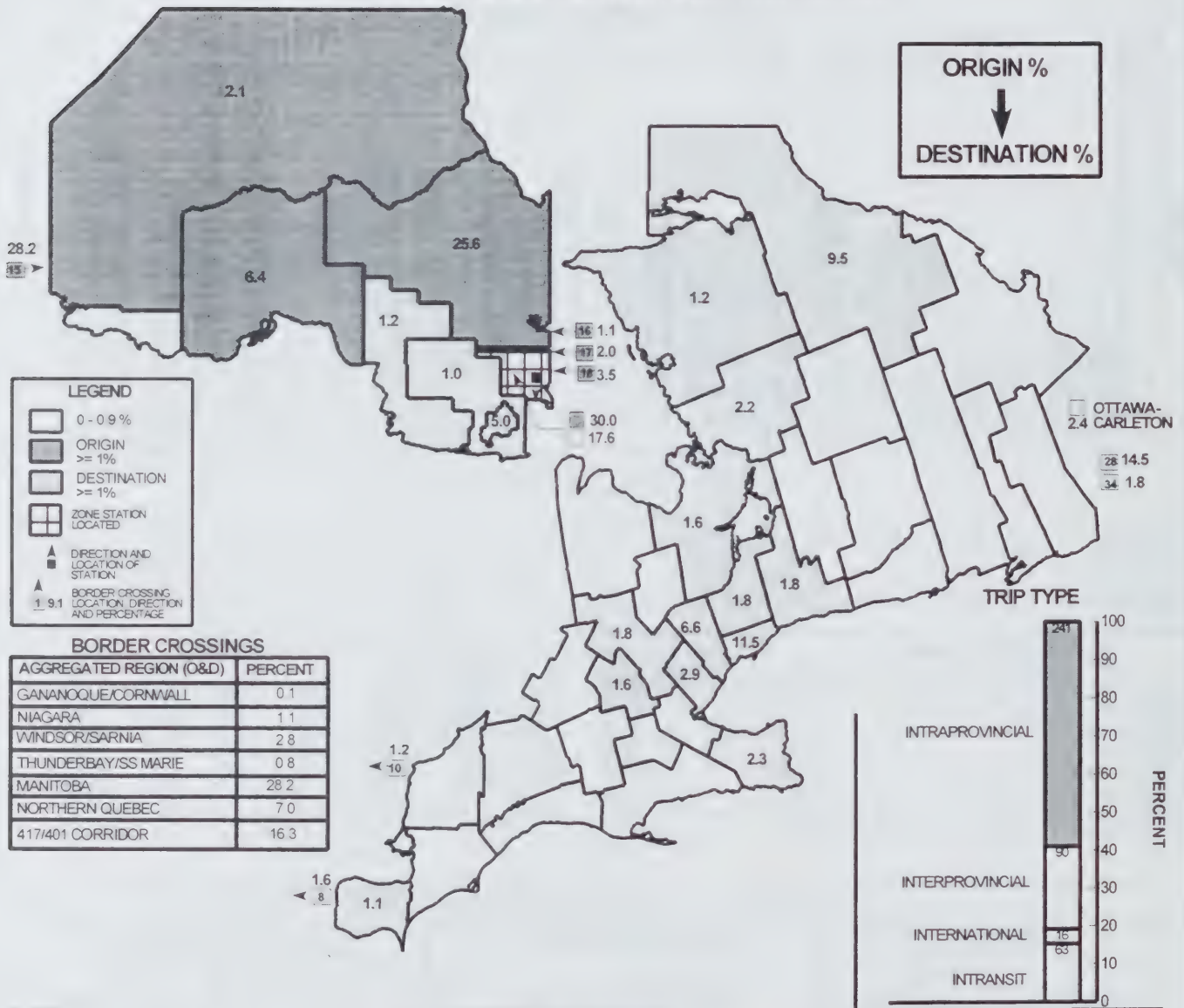
Values represent frequency or mean, unless identified as percent

# NEW LISKEARD 523

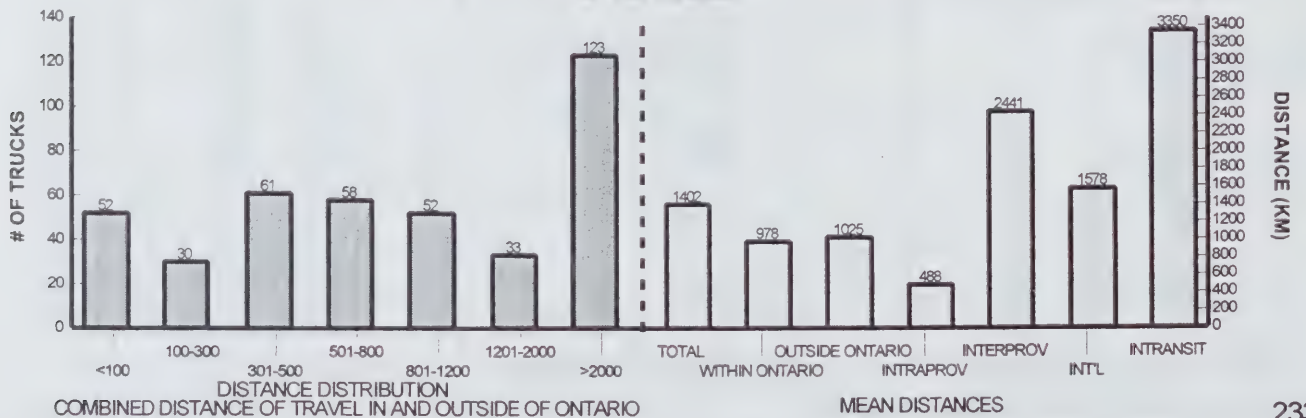
HWY. 11, STATION #. 144

DIRECTION: SOUTH BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES





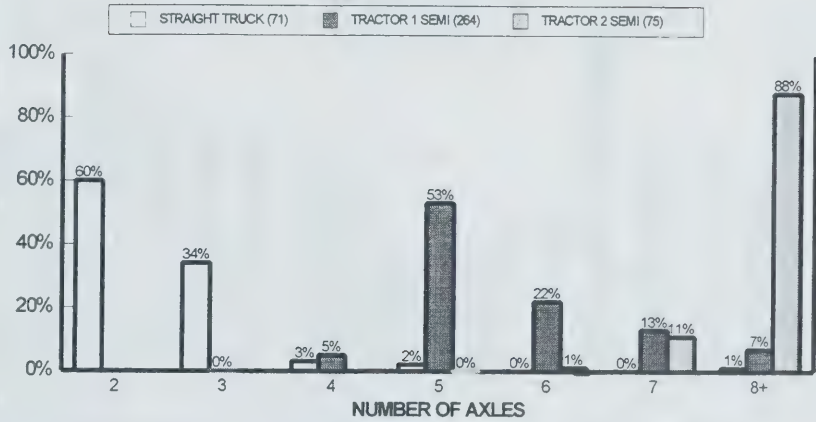
# NEW LISKEARD 523

HWY. 11, STATION #: 144  
DIRECTION: SOUTH BOUND

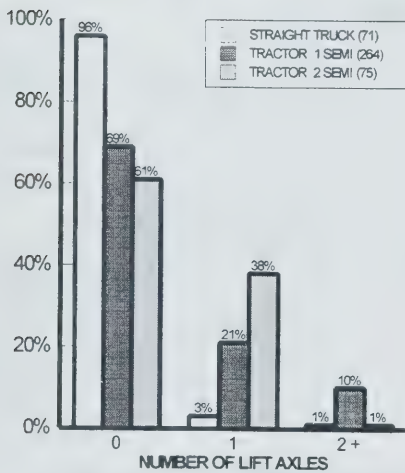
## MANUAL SLACK ADJUSTERS



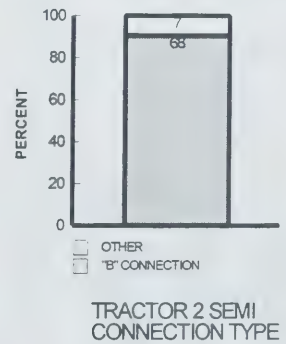
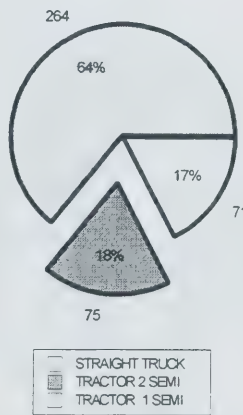
## NUMBER OF AXLES



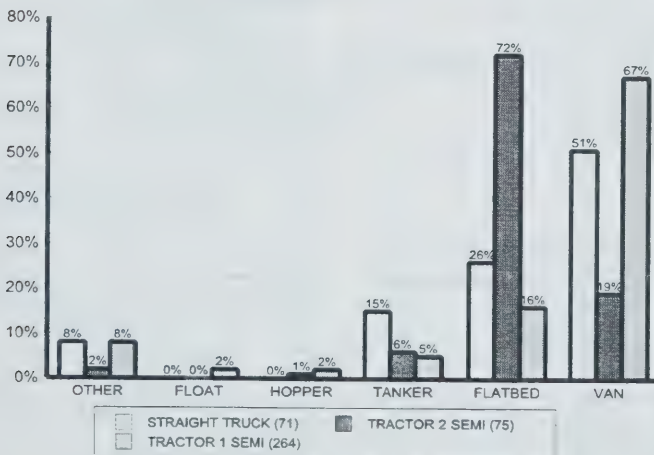
## LIFT AXLES



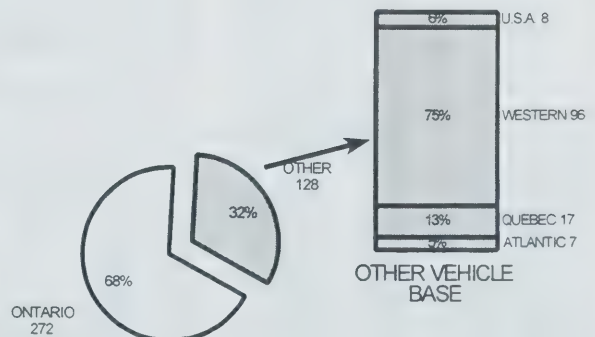
## VEHICLE CONFIGURATION



## BODY STYLE



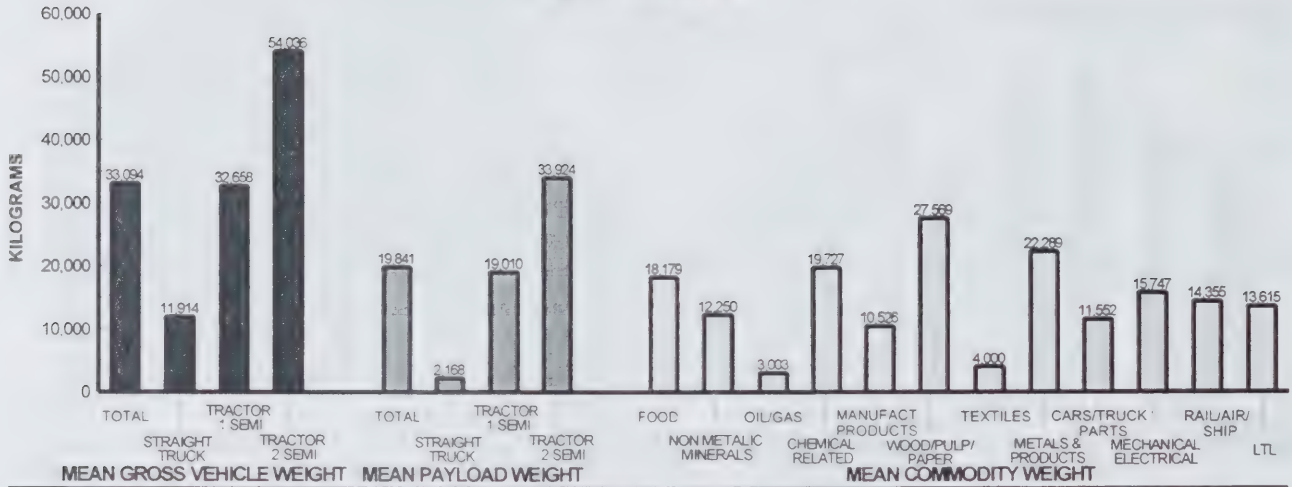
## VEHICLE BASE



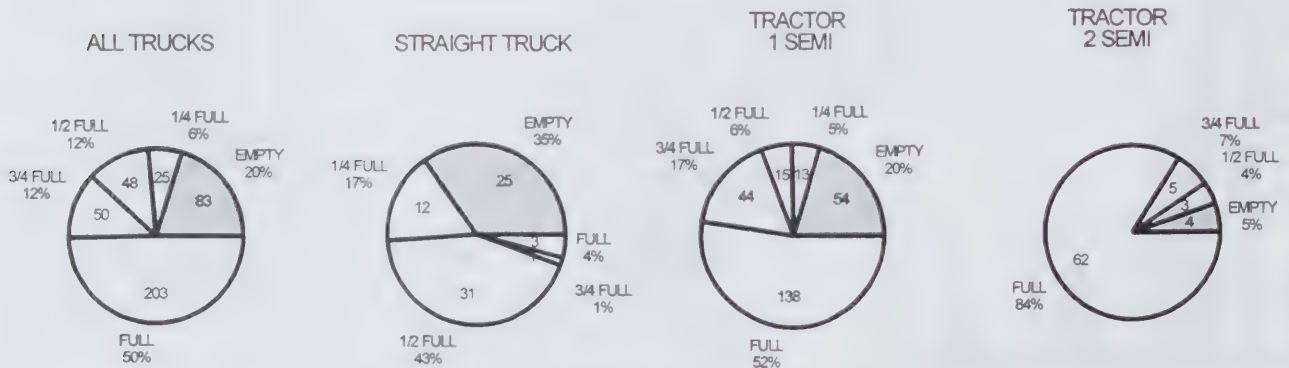
# NEW LISKEARD 523

HWY. 11, STATION #: 144  
DIRECTION: SOUTH BOUND

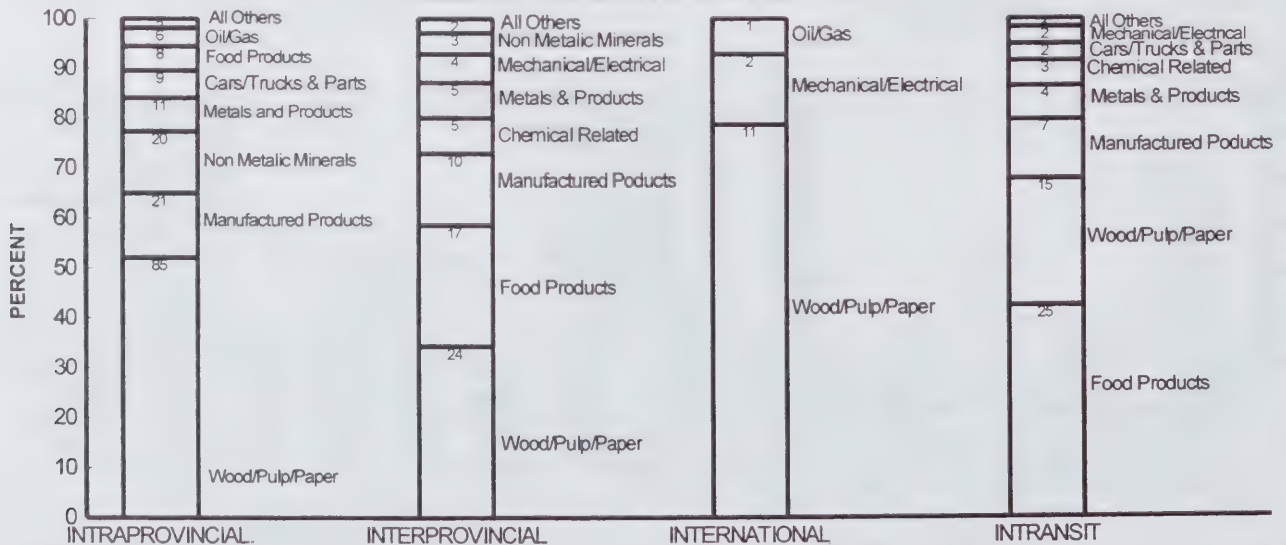
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



# NEW LISKEARD 523

HWY. 11, STATION #: 143

DIRECTION: NORTH BOUND

LOCATION: 8 KM NORTH OF NEW LISKEARD

## TRUCK VOLUMES BY HOUR

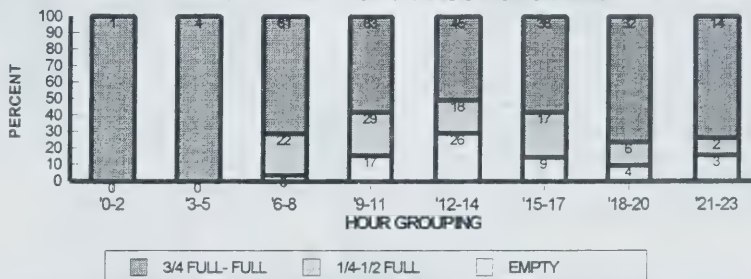


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	8	9	6	5	6	5	7	8	14	18	18	22	26	21	24	25	27	23	22	19	20	20	13	14	380
ALL VEHICLES	34	21	14	13	11	18	65	136	160	189	215	233	228	241	228	215	210	201	194	151	126	108	72	49	3132
% COMMERCIAL	23.5	42.9	42.9	38.5	54.5	27.8	10.8	5.9	8.8	9.5	8.4	9.4	11.4	8.7	10.5	11.6	12.9	11.4	11.3	12.6	15.9	18.5	18.1	28.6	12.1

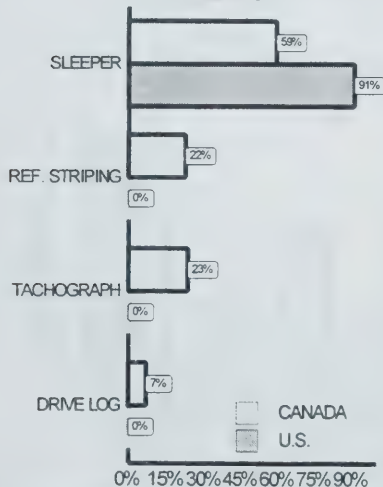
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 20	15	39	72.2%
July 21	15	38	76.0%
July 24	7	16	57.1%
July 25	7	30	103.4%
July 26	7	31	103.3%
TOTALS	51	154	80.6%

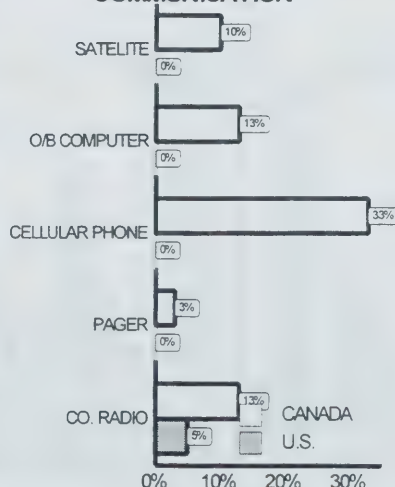
## LEVEL OF UTILIZATION BY HOUR GROUPING



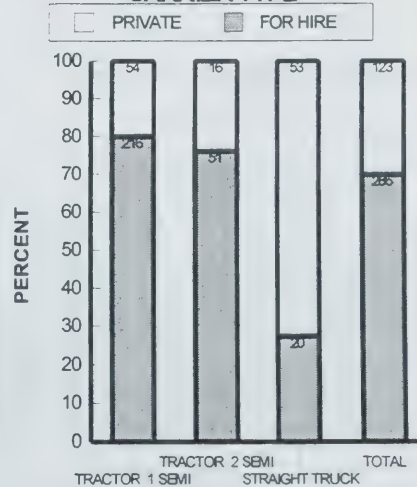
## FEATURES



## COMMUNICATION



## CARRIER TYPE



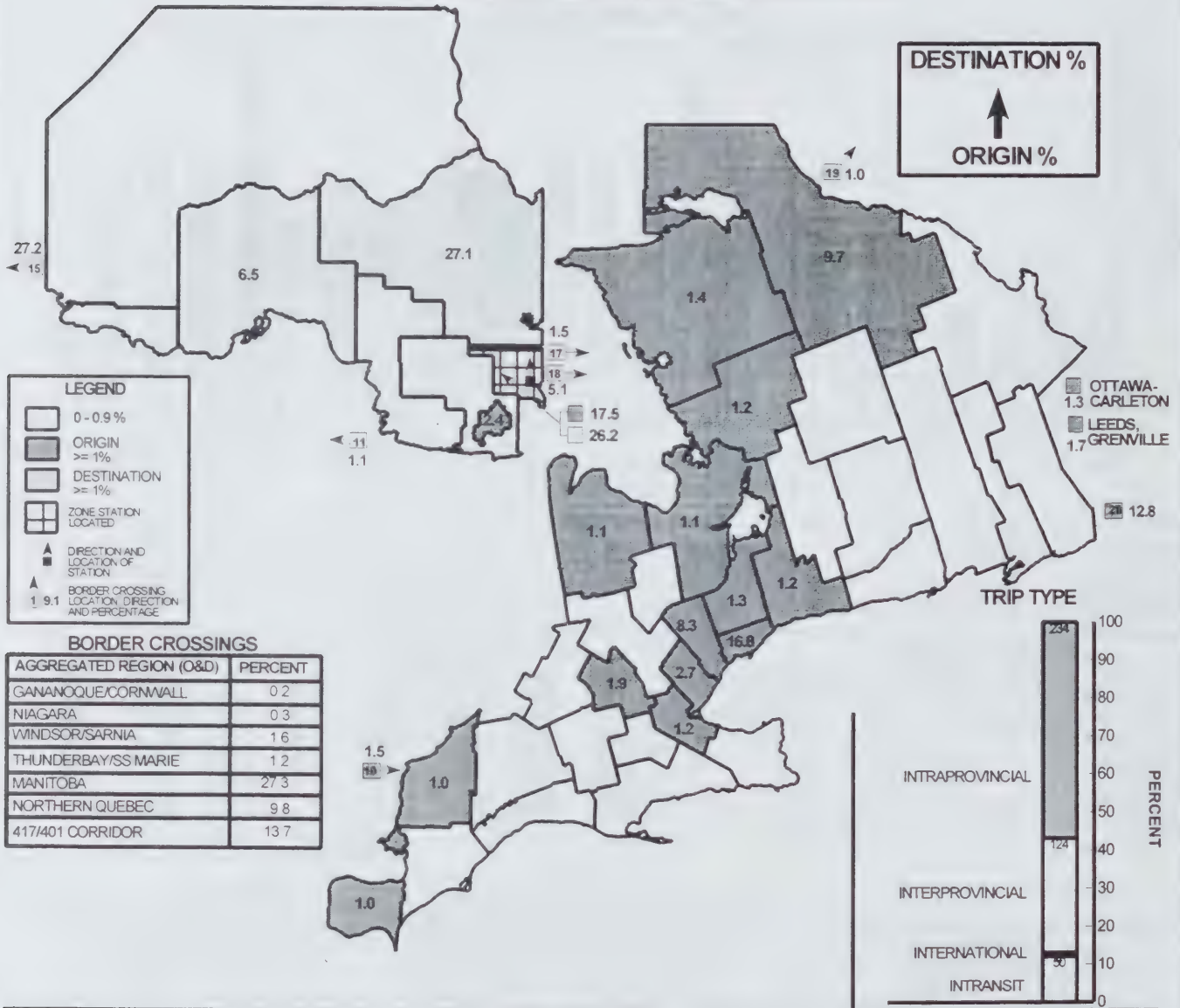
Values represent frequency or mean, unless identified as percent



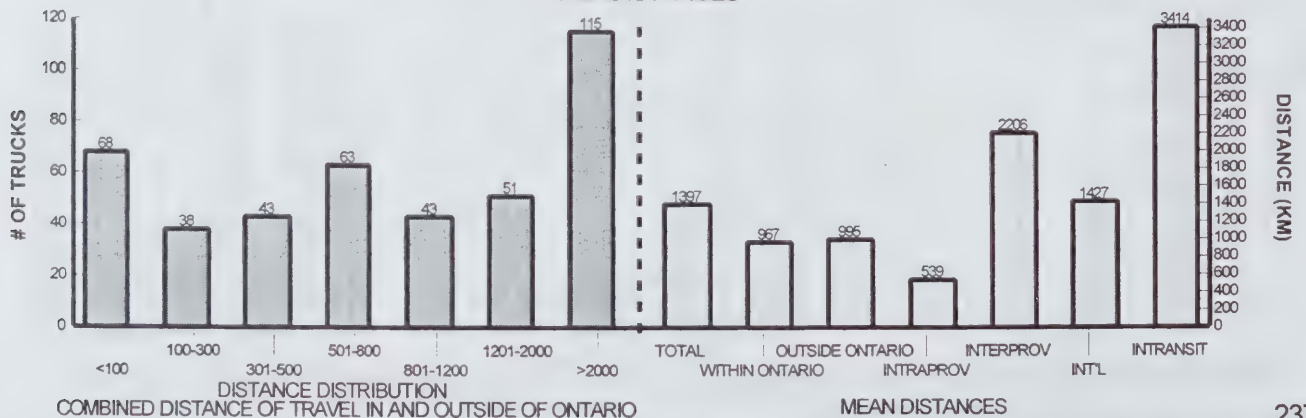
# NEW LISKEARD 523

HWY. 11, STATION #: 143  
DIRECTION: NORTH BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



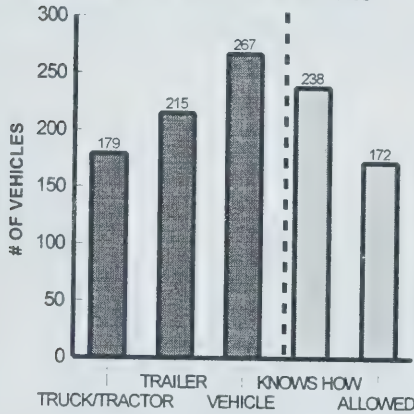
## TRIP DISTANCES



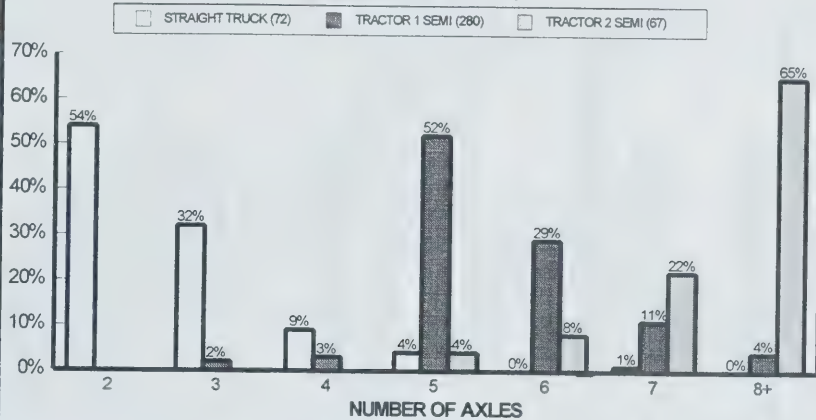
# NEW LISKEARD 523

HWY. 11, STATION #: 143  
DIRECTION: NORTH BOUND

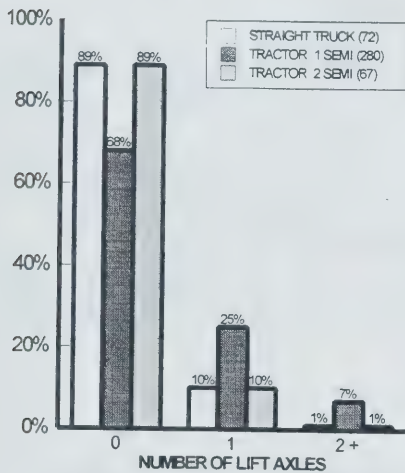
## MANUAL SLACK ADJUSTERS



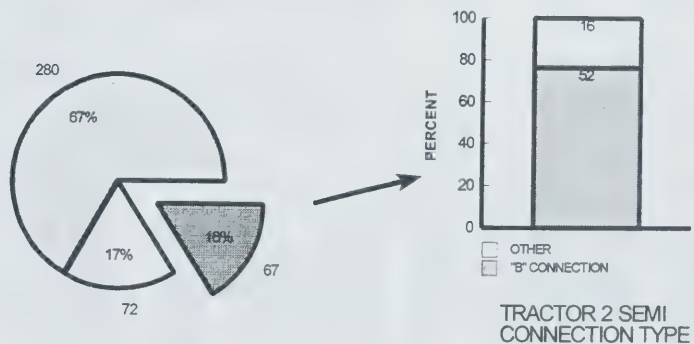
## NUMBER OF AXLES



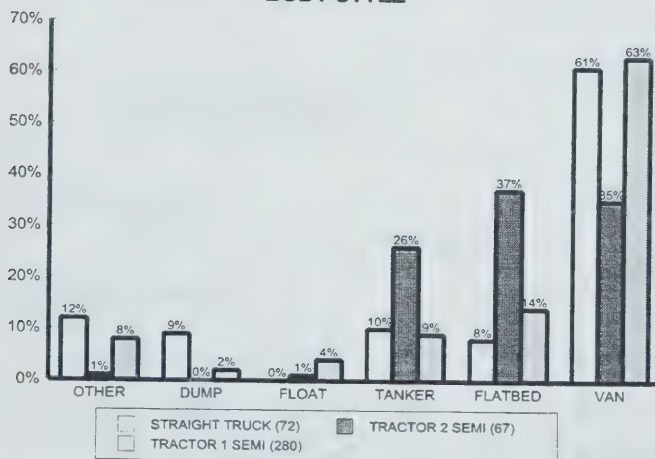
## LIFT AXLES



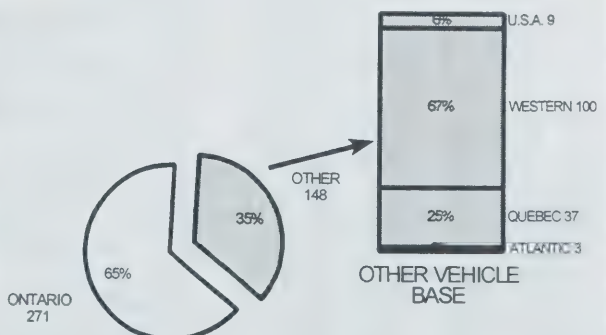
## VEHICLE CONFIGURATION



## BODY STYLE



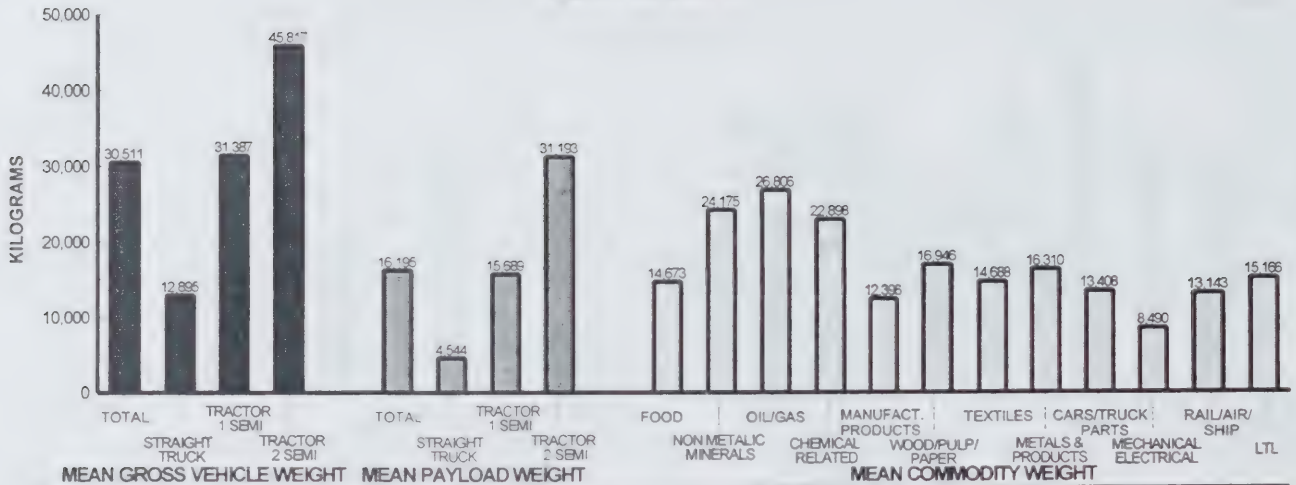
## VEHICLE BASE



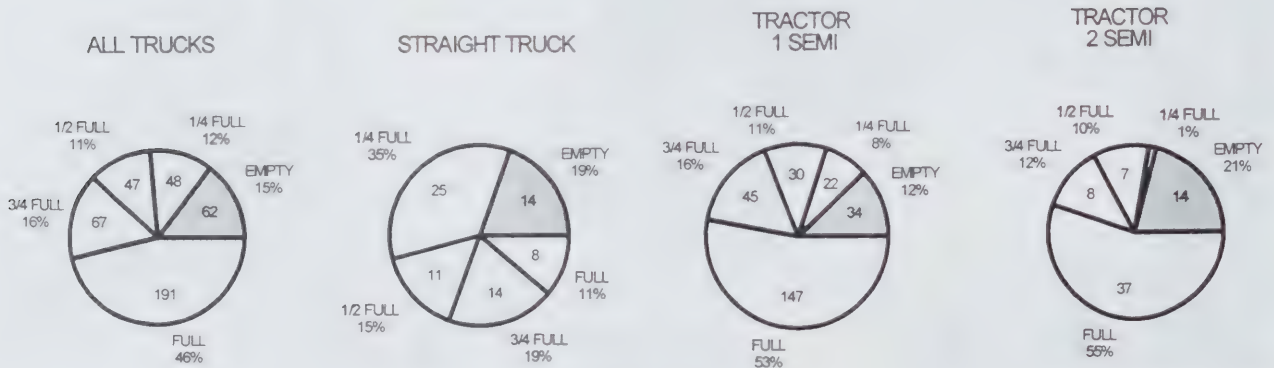
# NEW LISKEARD 523

HWY. 11, STATION #: 143  
DIRECTION: NORTH BOUND

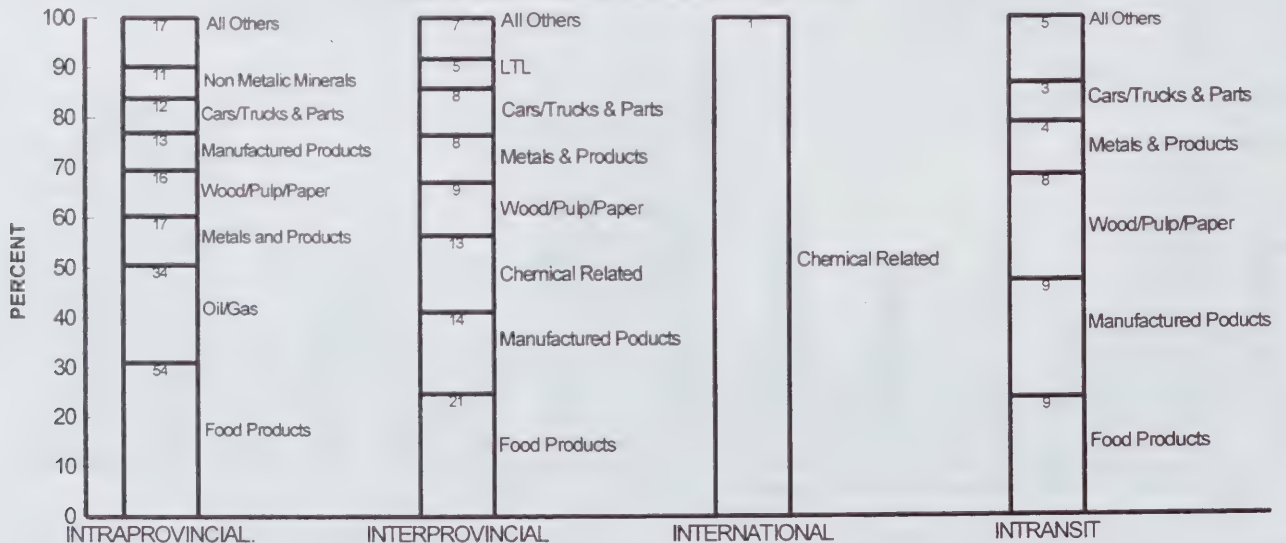
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE





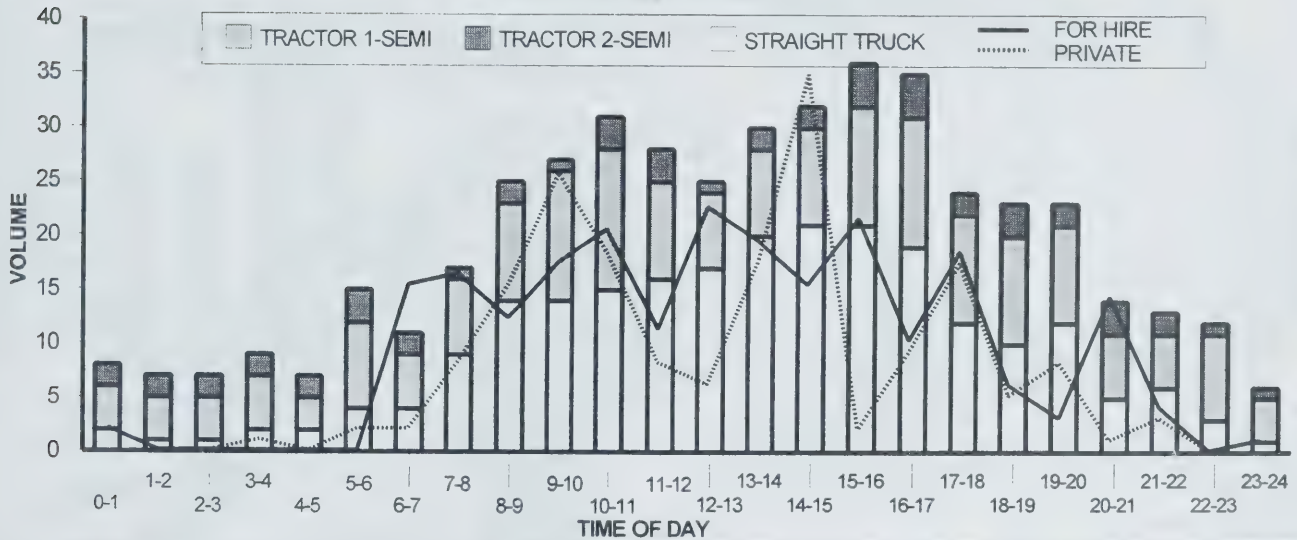
# NORTH BAY 512

HWY. 17, STATION #: 147

DIRECTION: WEST BOUND

LOCATION: AT WEST END OF NORTH BAY BYPASS

## TRUCK VOLUMES BY HOUR

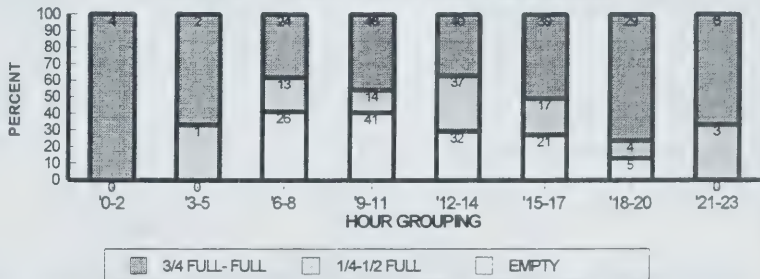


TIME OF DAY	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	8	7	7	9	7	15	11	17	26	27	31	28	25	30	32	36	35	24	23	23	14	13	12	6	466
ALL VEHICLES	47	27	25	21	15	34	62	115	163	214	231	261	246	271	303	324	382	344	241	185	167	148	99	64	3989
% COMMERCIAL	17.0	25.9	28.0	42.9	46.7	44.1	17.7	14.8	16.0	12.6	13.4	10.7	10.2	11.1	10.6	11.1	9.2	7.0	9.5	12.4	8.4	8.8	12.1	9.4	11.7

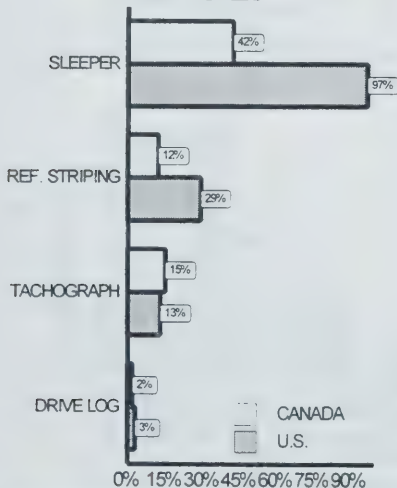
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 20	12	49	43.8%
July 21	8	34	29.3%
TOTALS	20	83	36.4%

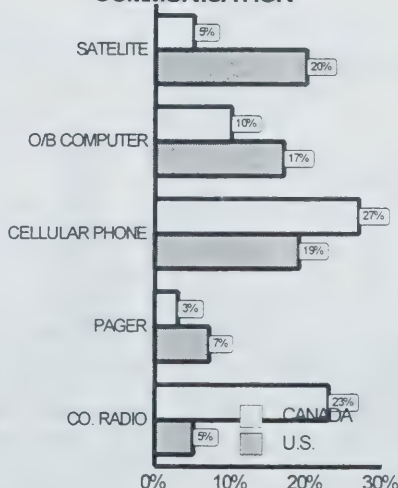
## LEVEL OF UTILIZATION BY HOUR GROUPING



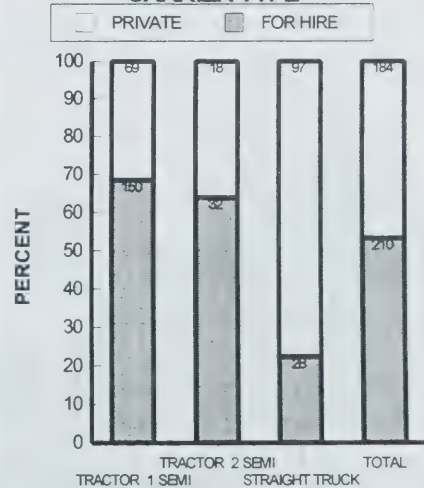
## FEATURES



## COMMUNICATION



## CARRIER TYPE

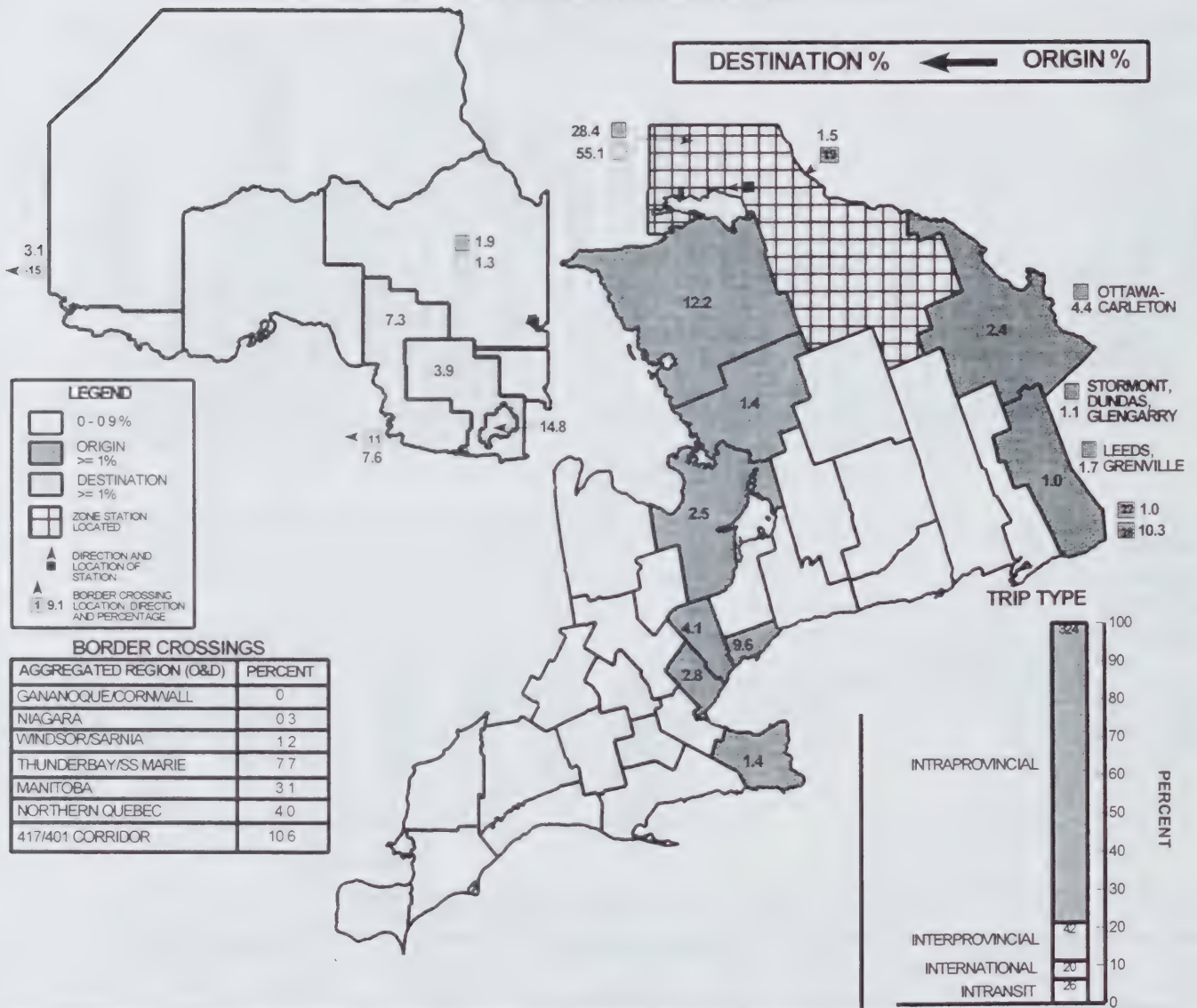


Values represent frequency or mean, unless identified as percent

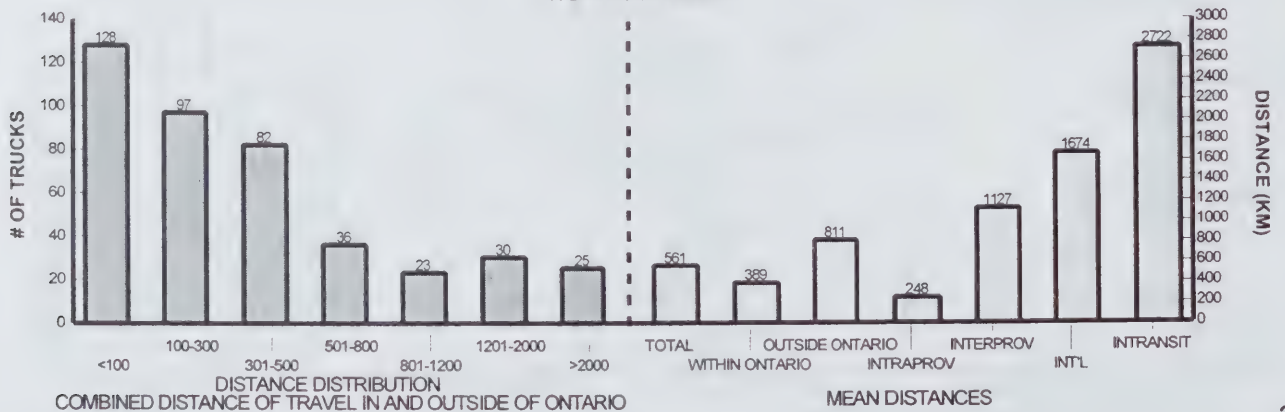
# NORTH BAY 512

HWY. 17, STATION #: 147  
DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES

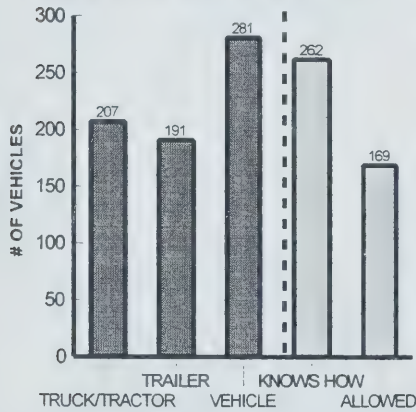


# NORTH BAY 512

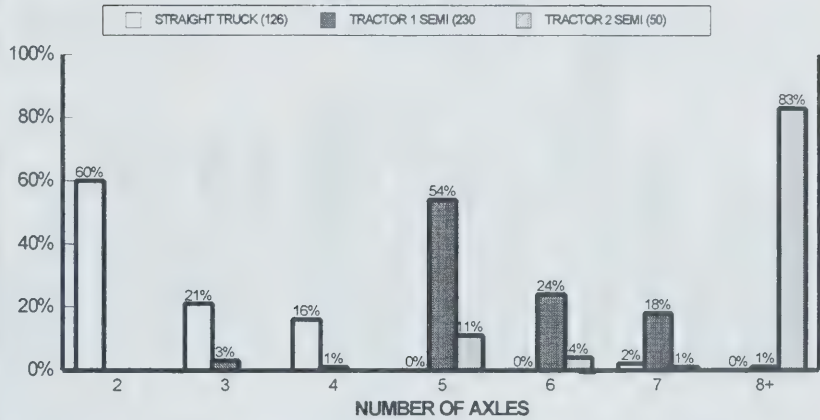
HWY. 17, STATION #: 147

DIRECTION: WEST BOUND

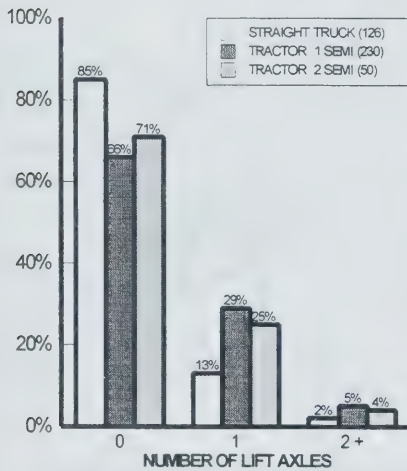
## MANUAL SLACK ADJUSTERS



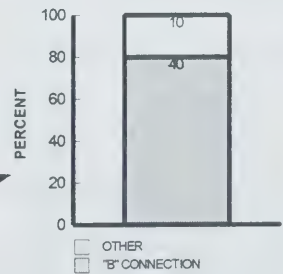
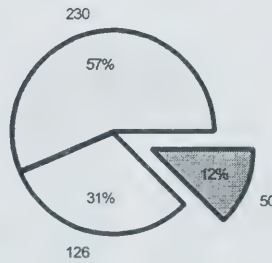
## NUMBER OF AXLES



## LIFT AXLES

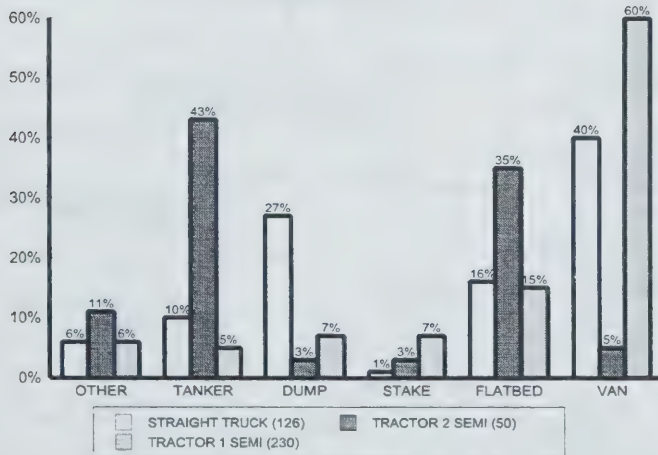


## VEHICLE CONFIGURATION

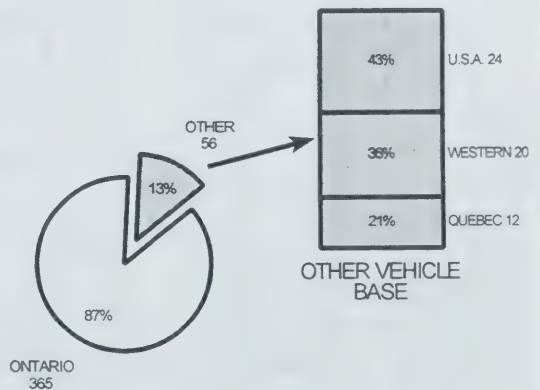


TRACTOR 2 SEMI  
CONNECTION TYPE

## BODY STYLE



## VEHICLE BASE

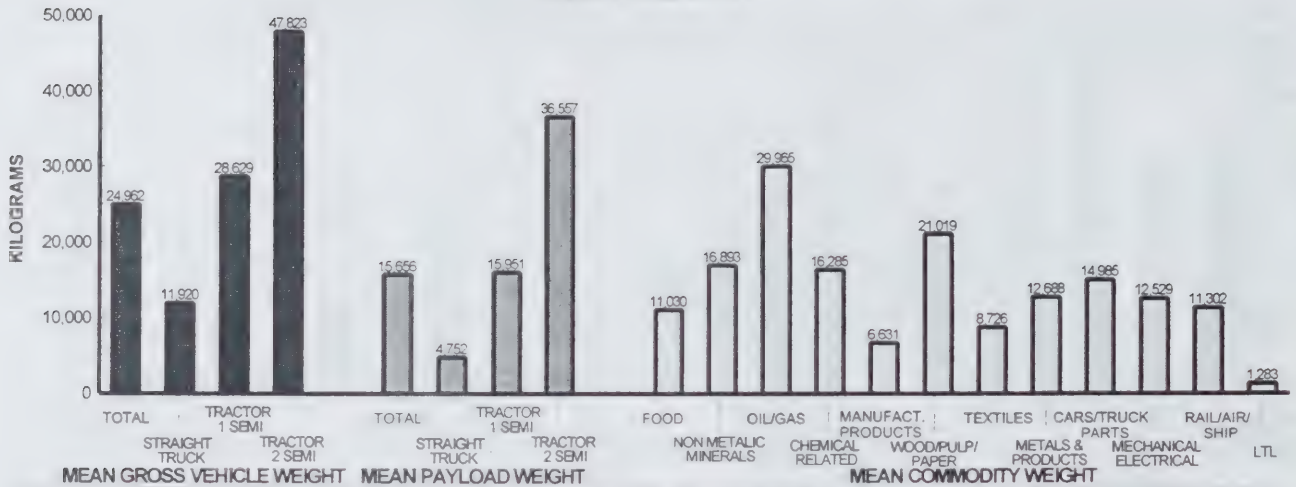




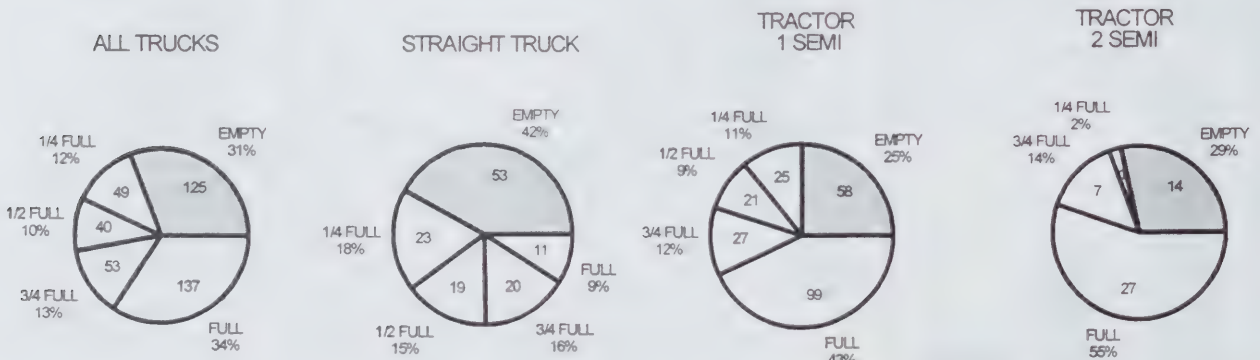
# NORTH BAY 512

HWY. 17, STATION #: 147  
DIRECTION: WEST BOUND

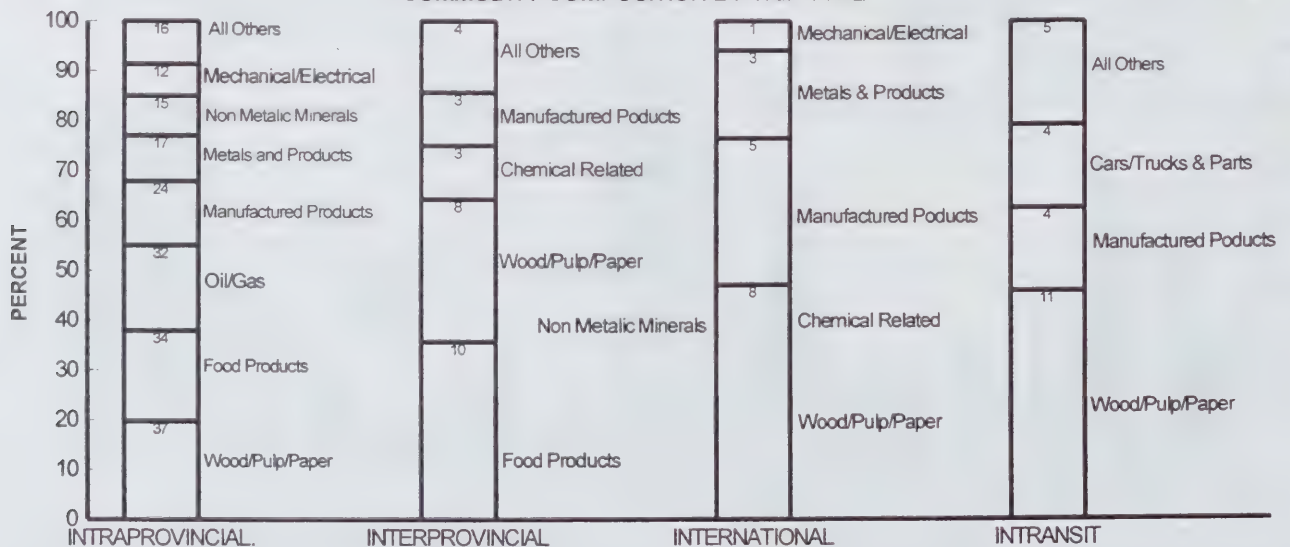
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

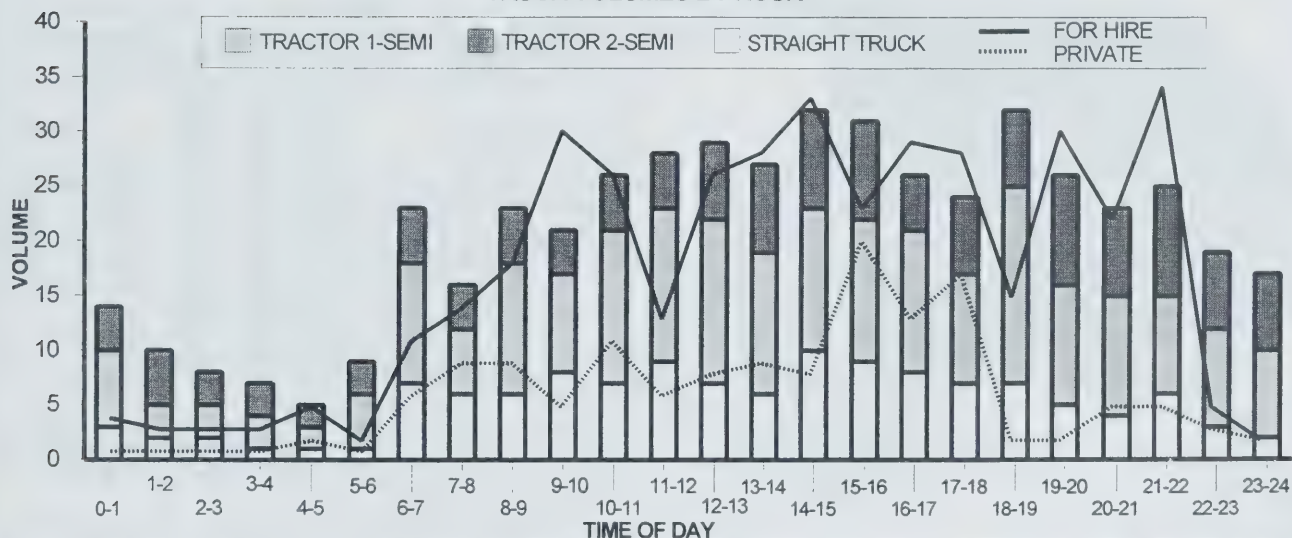


## COMMODITY COMPOSITION BY TRIP TYPE



# NORTHSHORE 531

HWY. 17, STATION #: 152  
DIRECTION: EAST BOUND  
LOCATION: AT HWY 17&108 JUNCTION  
TRUCK VOLUMES BY HOUR

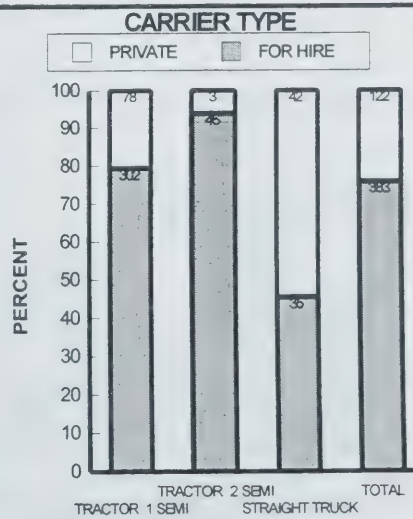
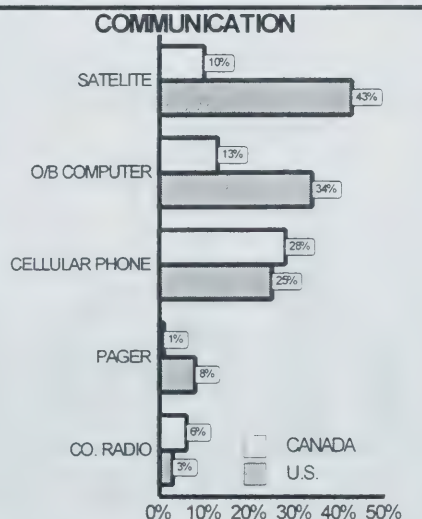
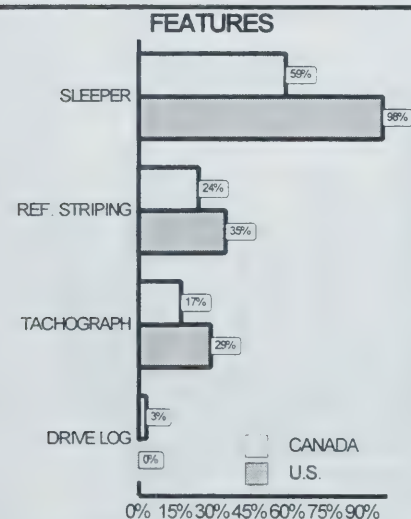
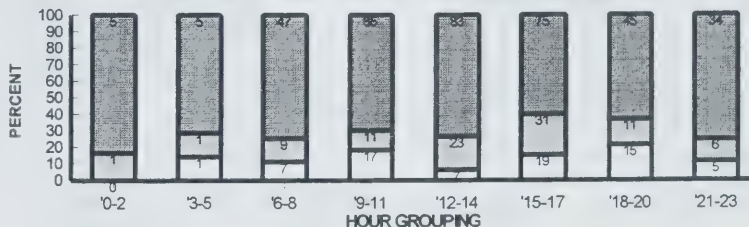


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	14	10	8	7	5	9	23	16	23	21	26	28	29	27	32	31	26	24	32	26	23	25	19	17	501
ALL VEHICLES	35	26	22	12	17	29	64	93	142	169	223	228	212	205	205	207	212	183	167	136	115	93	64	47	2906
% COMMERCIAL	40.0	38.5	36.4	58.3	29.4	31.0	35.9	17.2	16.2	12.4	11.7	12.3	13.7	13.2	15.6	15.0	12.3	13.1	19.2	19.1	20.0	26.9	29.7	36.2	17.2

## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 11	13	39	46.4%
July 12	14	43	52.4%
July 13	13	51	58.6%
July 14	14	45	58.4%
TOTALS	54	178	53.9%

## LEVEL OF UTILIZATION BY HOUR GROUPING



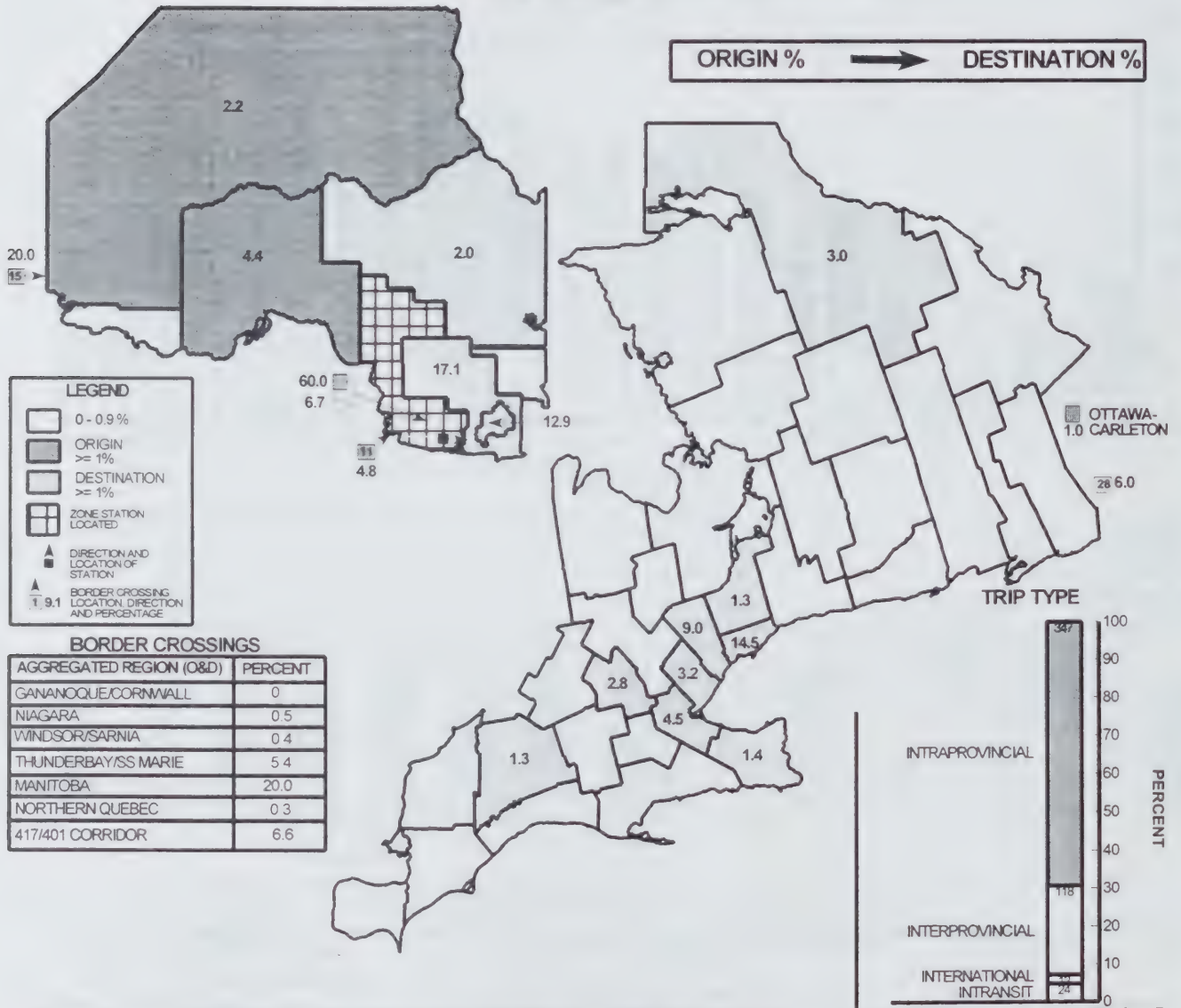
Values represent frequency or mean, unless identified as percent



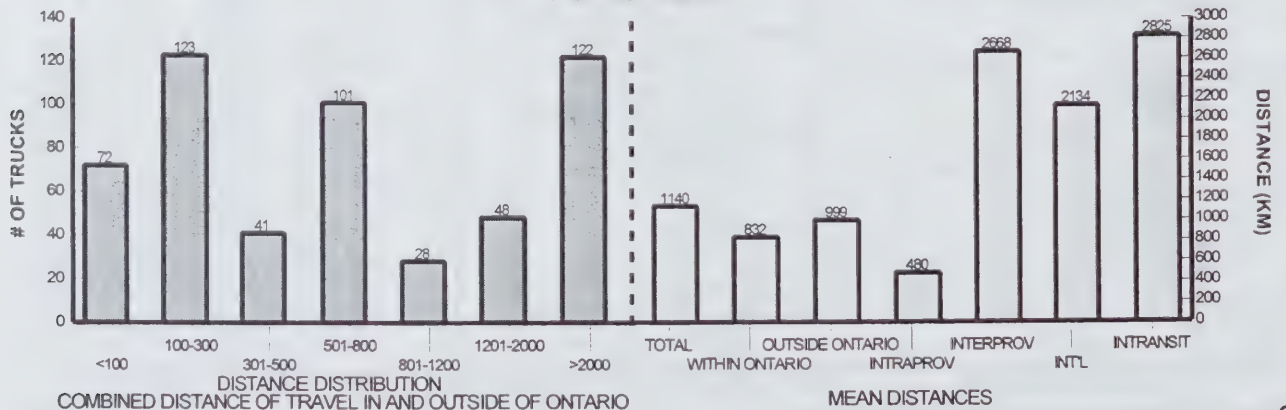
# NORTHSHORE 531

HWY. 17, STATION # 152  
DIRECTION: EAST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



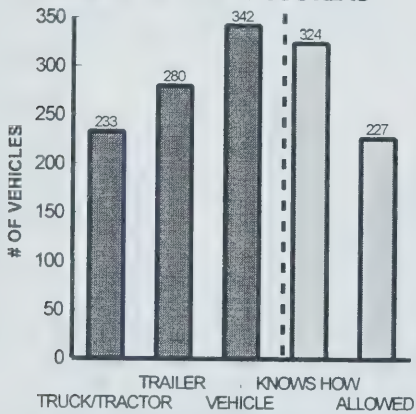


# NORTHSHORE 531

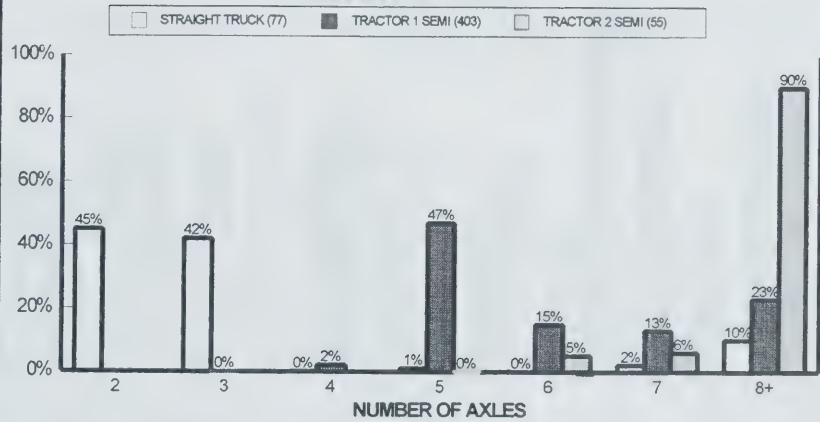
HWY. 17, STATION #: 152

DIRECTION: EAST BOUND

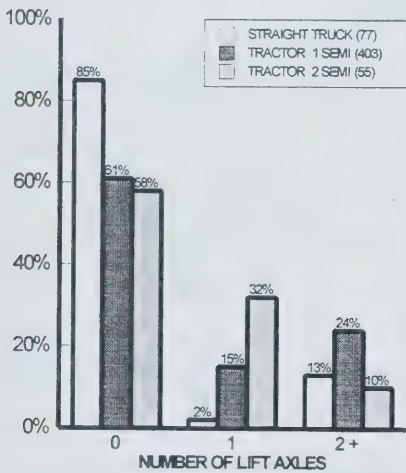
## MANUAL SLACK ADJUSTERS



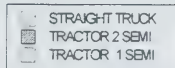
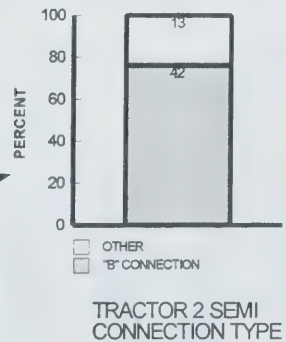
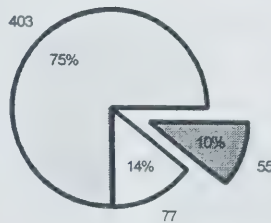
## NUMBER OF AXLES



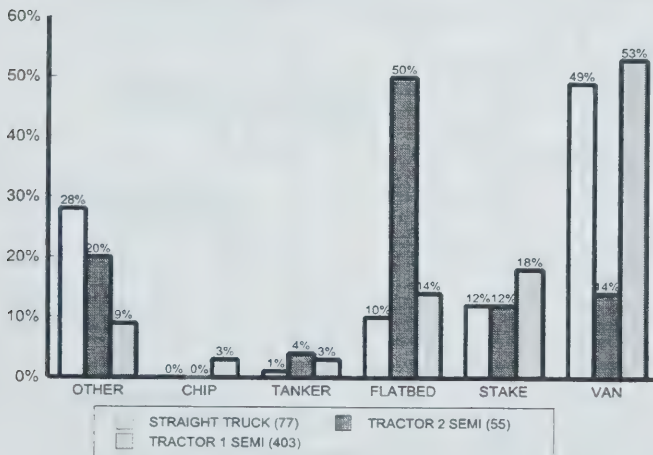
## LIFT AXLES



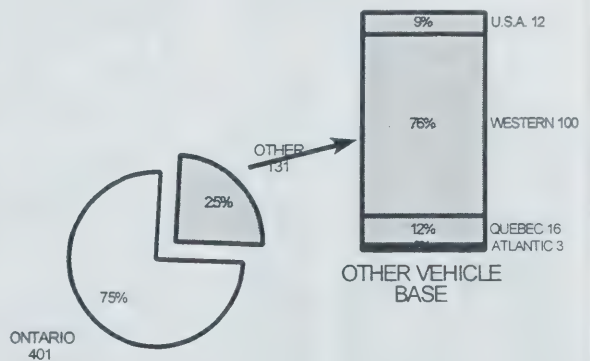
## VEHICLE CONFIGURATION



## BODY STYLE



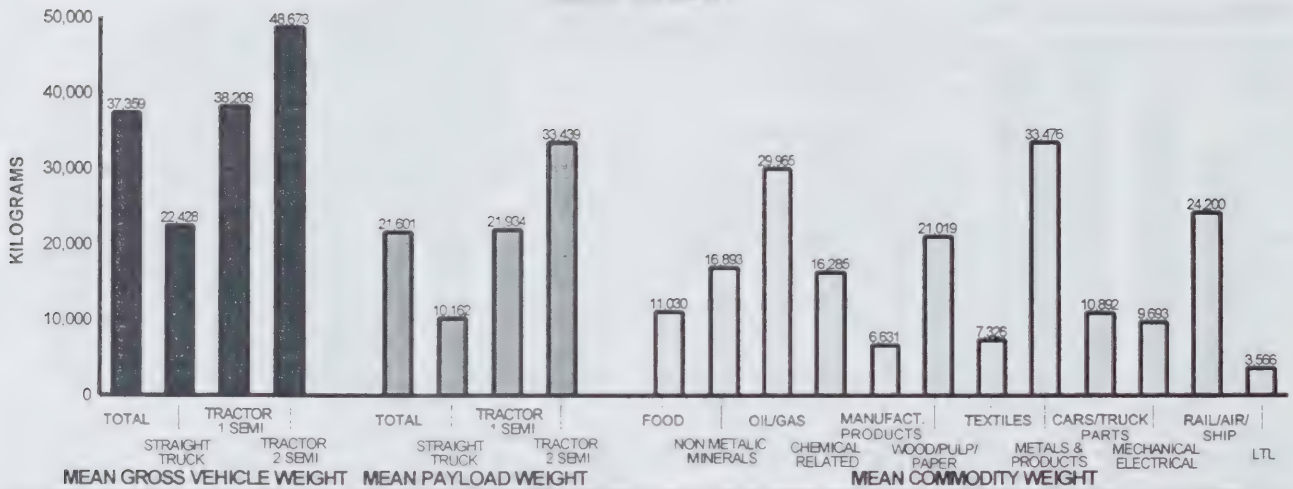
## VEHICLE BASE



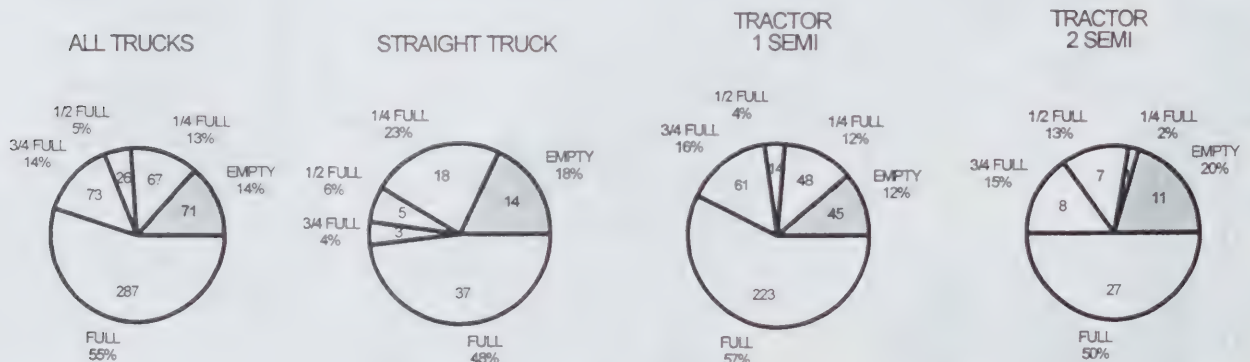
# NORTHSHORE 531

HWY. 17, STATION #: 152  
DIRECTION: EAST BOUND

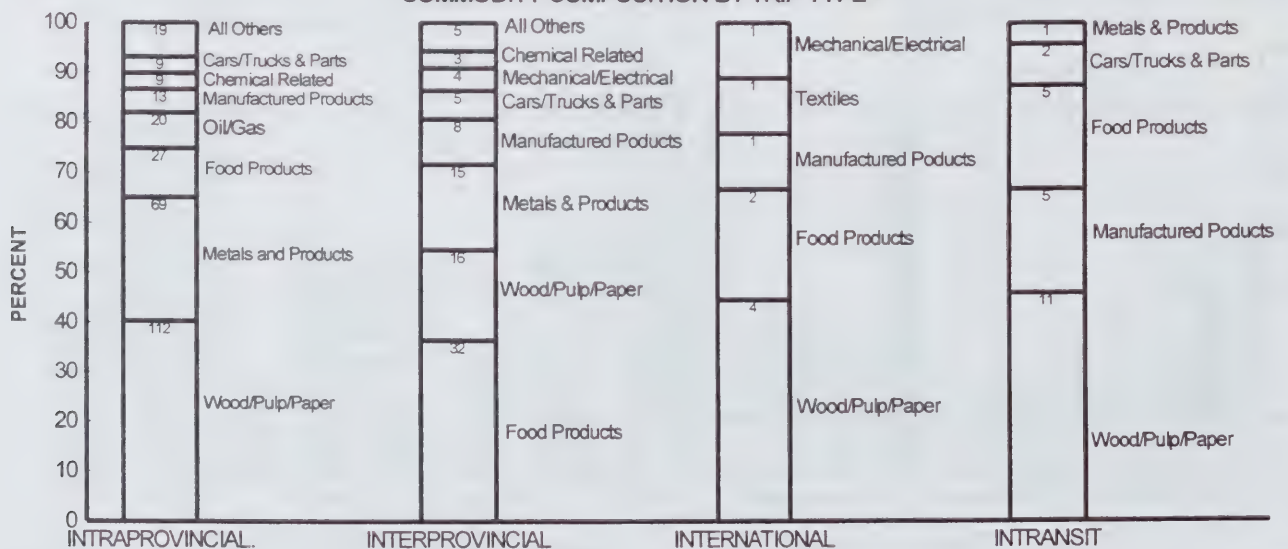
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



# NORTHSHORE 531

HWY. 17, STATION #: 153  
DIRECTION: WEST BOUND  
LOCATION: AT HWY 17/108 JUNCTION

## TRUCK VOLUMES BY HOUR

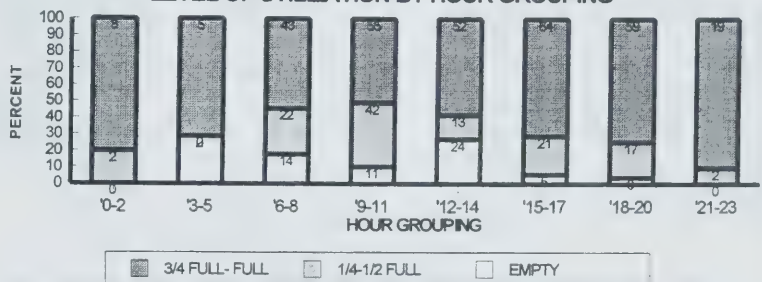


hour	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	12	11	15	15	15	20	24	27	24	25	27	28	33	25	29	28	21	27	20	19	21	18	18	16	518
ALL VEHICLES	36	27	29	23	25	34	56	106	144	162	295	214	219	226	233	235	217	201	160	144	110	91	62	51	3100
% COMMERCIAL	33.3	40.7	51.7	65.2	60.0	58.8	42.9	25.5	16.7	15.4	9.2	13.1	15.1	11.1	12.4	11.9	9.7	13.4	12.5	13.2	19.1	19.8	29.0	31.4	16.7

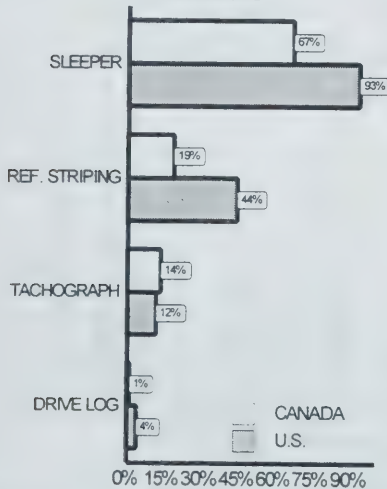
### SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 11	10	30	54.5%
July 12	15	32	47.1%
July 13	13	36	60.0%
July 14	13	38	86.4%
TOTALS	51	136	59.9%

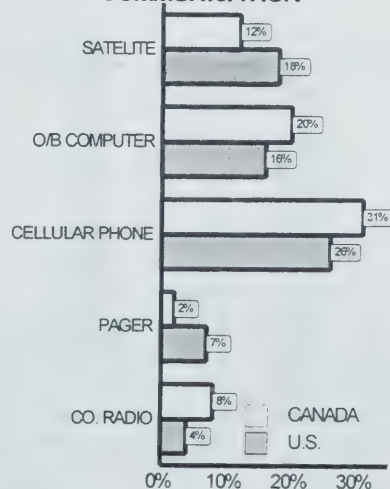
### LEVEL OF UTILIZATION BY HOUR GROUPING



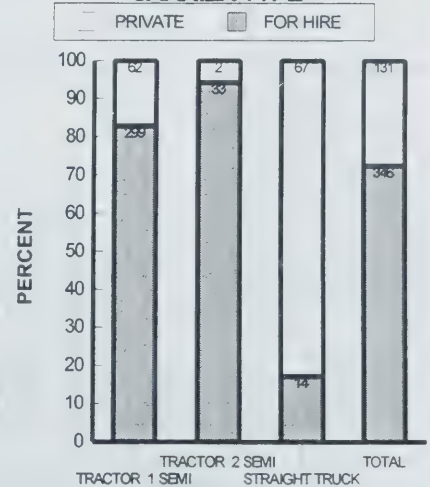
### FEATURES



### COMMUNICATION



### CARRIER TYPE



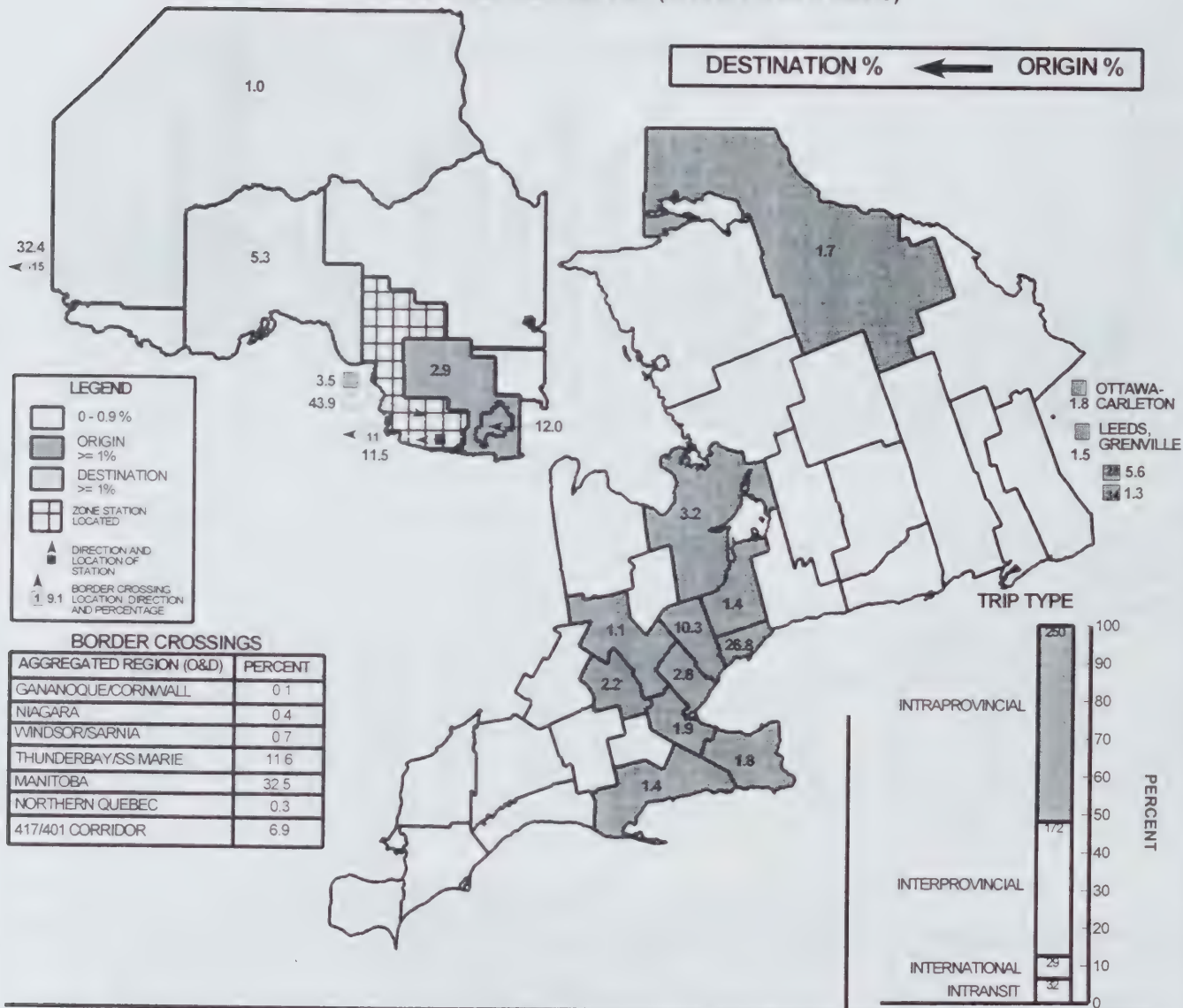
Values represent frequency or mean, unless identified as percent



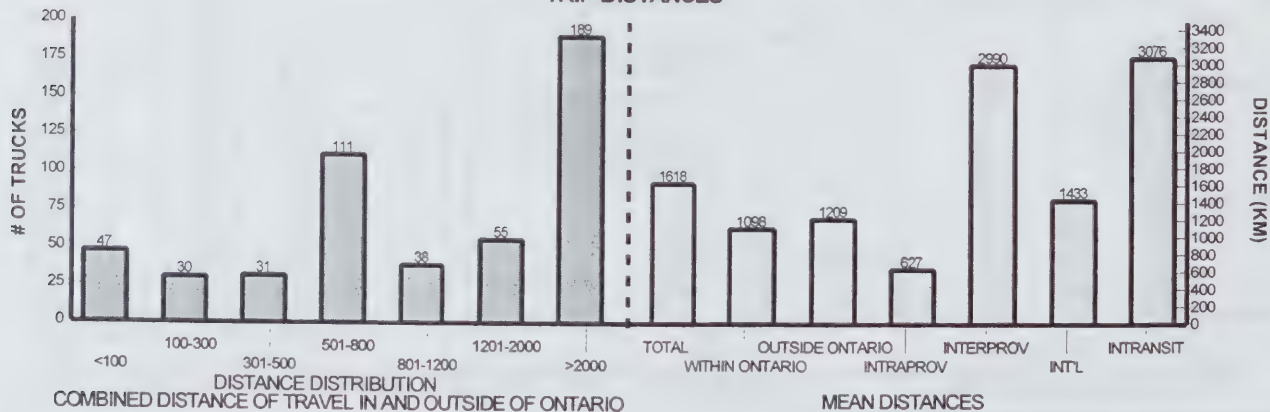
# NORTHSHORE 531

HWY. 17, STATION #: 153  
DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



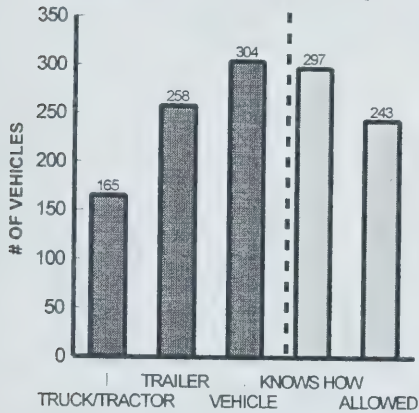
## TRIP DISTANCES



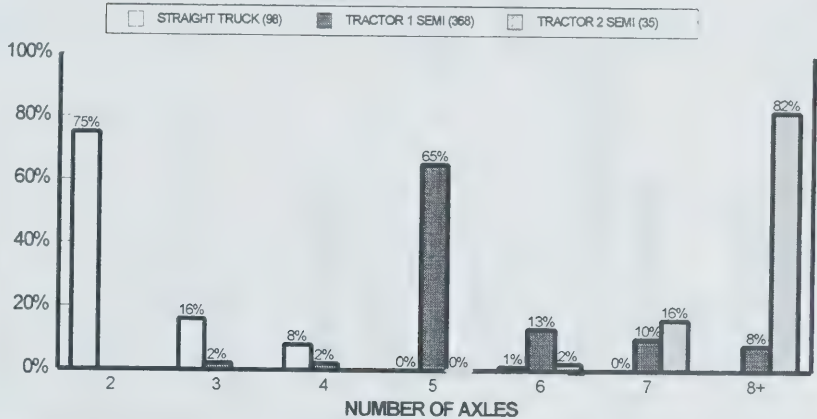
# NORTHSHORE 531

HWY. 17, STATION #: 153  
DIRECTION: WEST BOUND

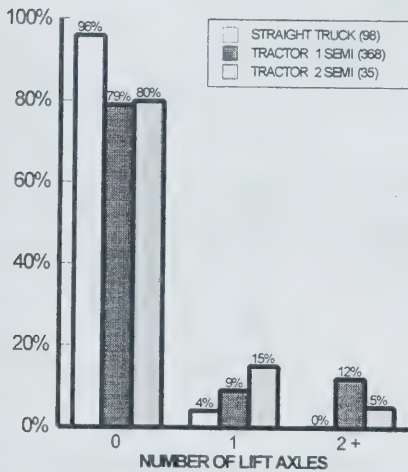
## MANUAL SLACK ADJUSTERS



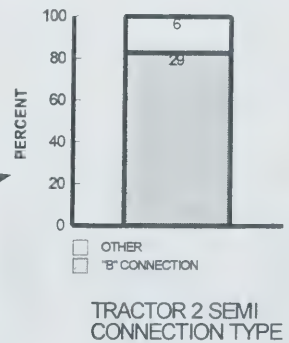
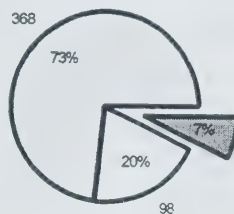
## NUMBER OF AXLES



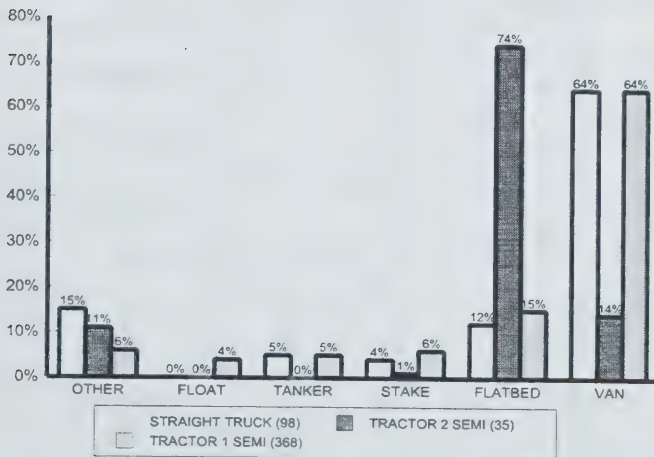
## LIFT AXLES



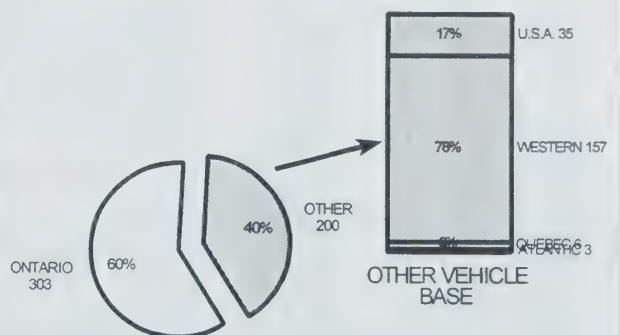
## VEHICLE CONFIGURATION



## BODY STYLE



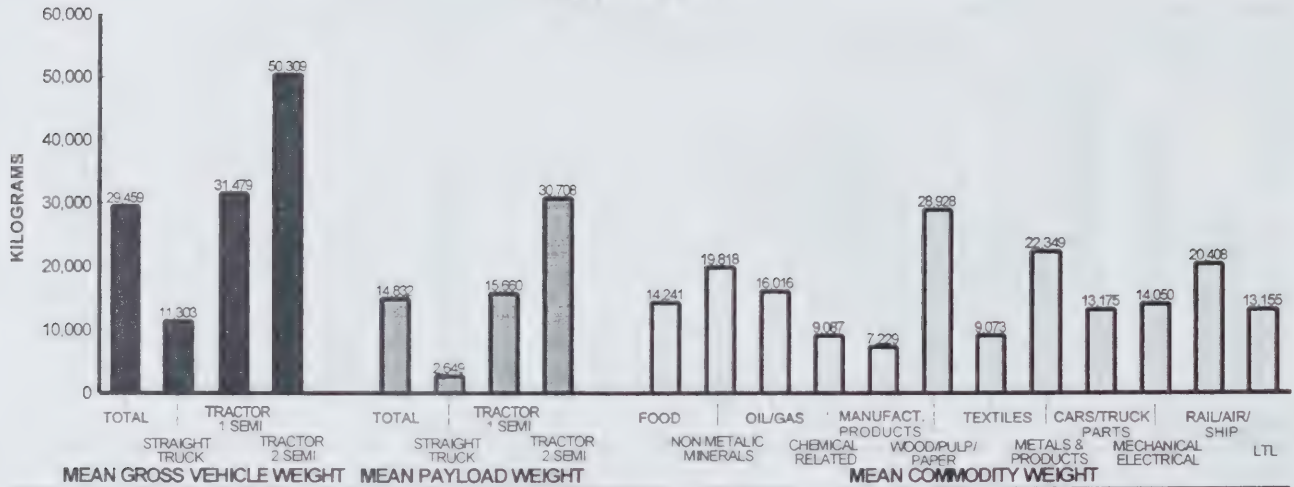
## VEHICLE BASE



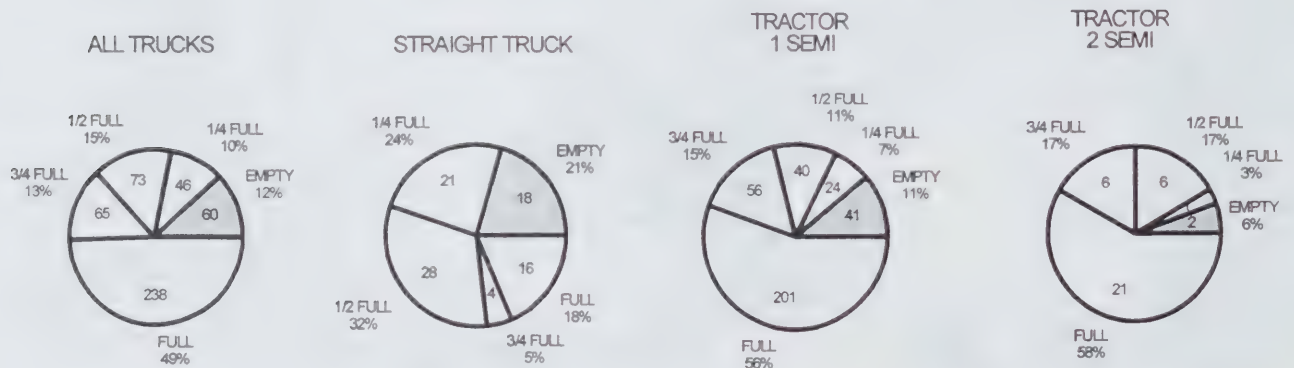
# NORTHSHORE 531

HWY. 17, STATION #: 153  
DIRECTION: WEST BOUND

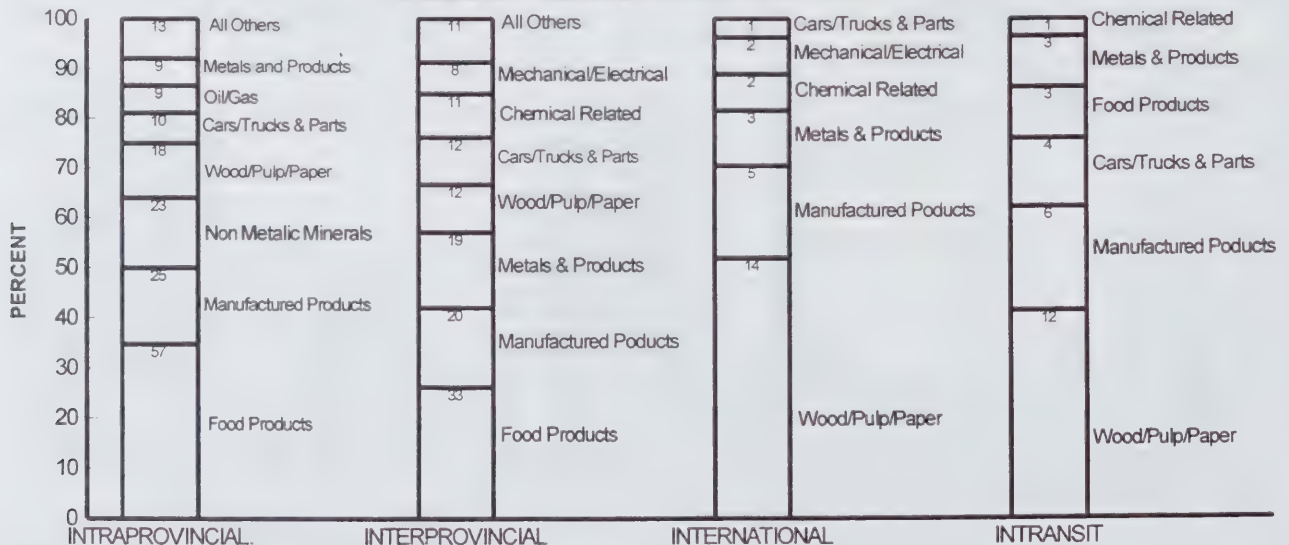
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE

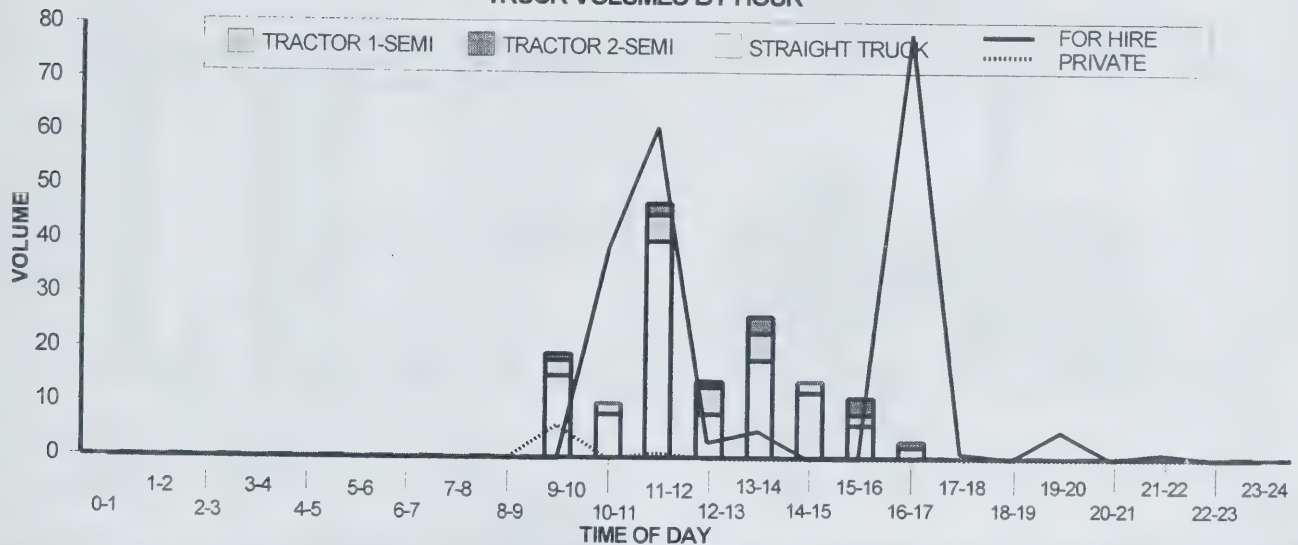




# KEARNS R20

HWY. 66, STATION #: 133  
DIRECTION: EAST BOUND  
LOCATION: ON THE ONTARIO/QUEBEC BORDER

## TRUCK VOLUMES BY HOUR

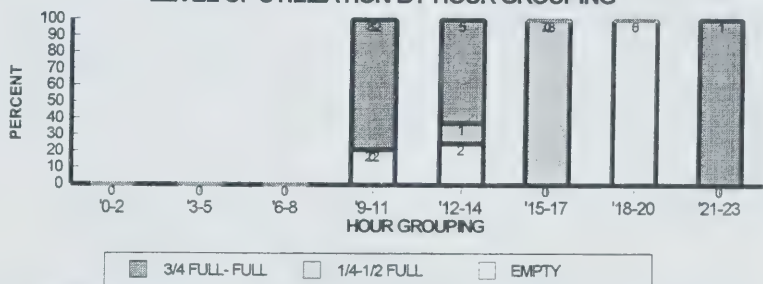


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL										19	10	17	14	26	14	11	3								114
ALL VEHICLES										118	119	173	145	99	186	174	155								1169
% COMMERCIAL										16.1	8.4	9.8	9.7	26.3	7.5	6.3	1.9								9.8

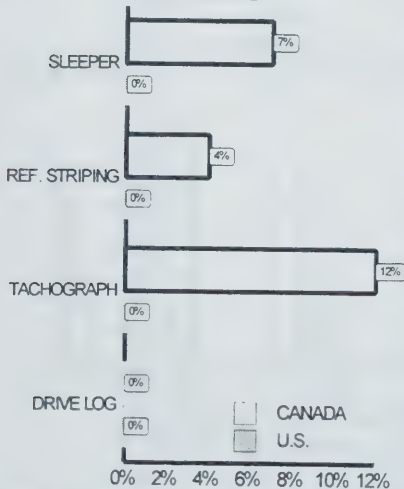
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 27	3	6	3.5%
TOTALS	3	6	3.5%

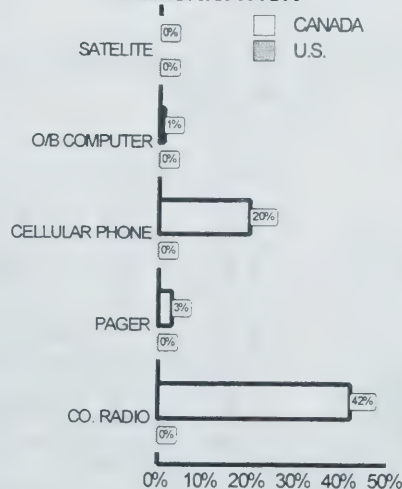
## LEVEL OF UTILIZATION BY HOUR GROUPING



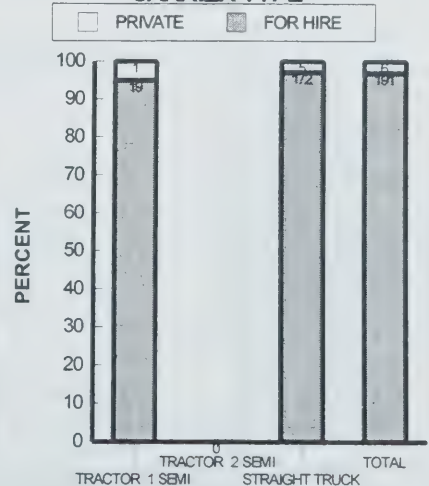
## FEATURES



## COMMUNICATION



## CARRIER TYPE

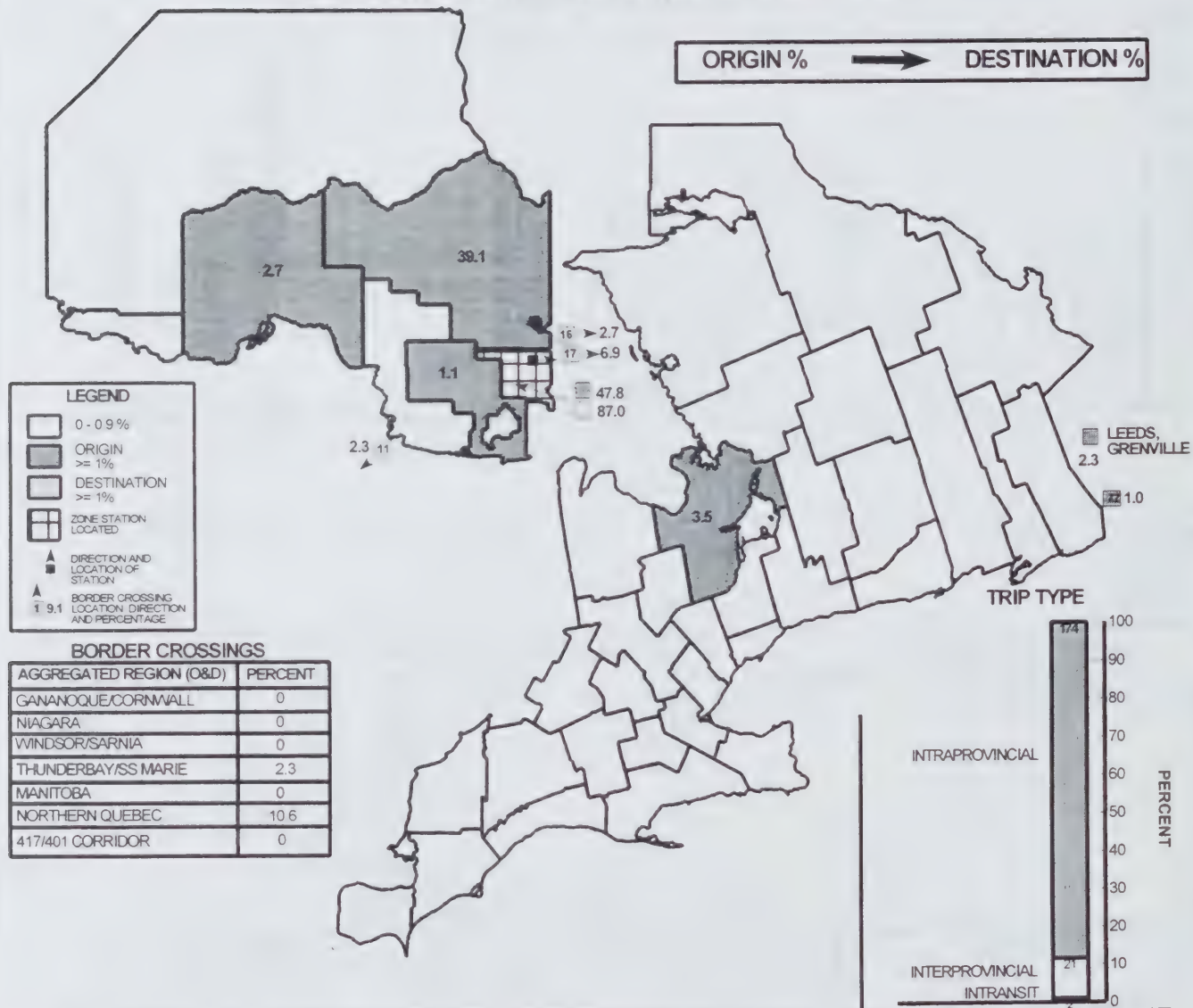


Values represent frequency or mean, unless identified as percent

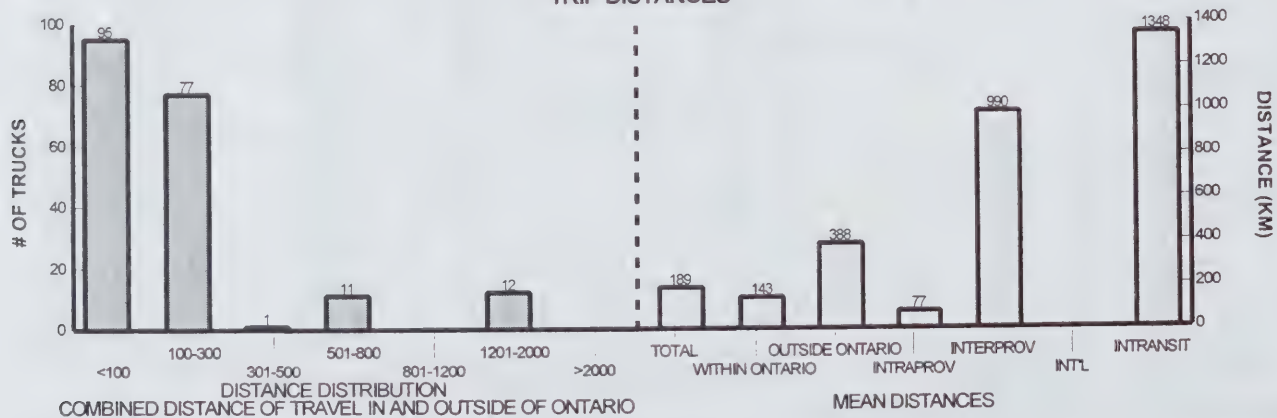
# KEARNS R20

HWY. 66, STATION #: 133  
DIRECTION: EAST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



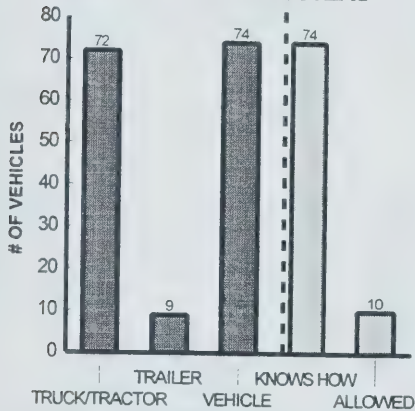
## TRIP DISTANCES



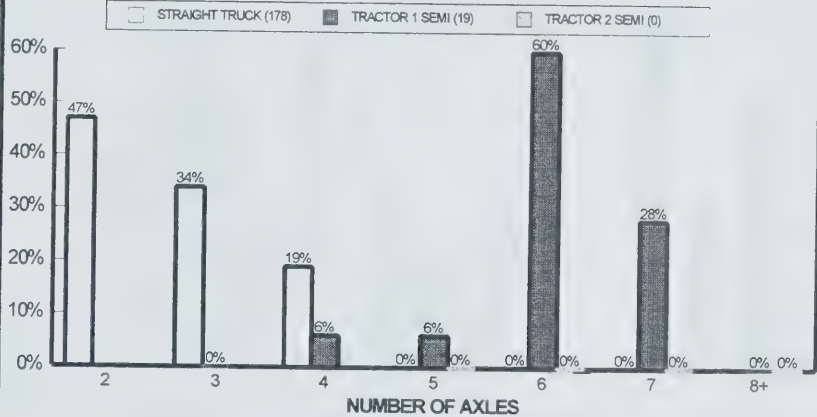
# KEARNS R20

HWY. 66, STATION #: 133  
DIRECTION: EAST BOUND

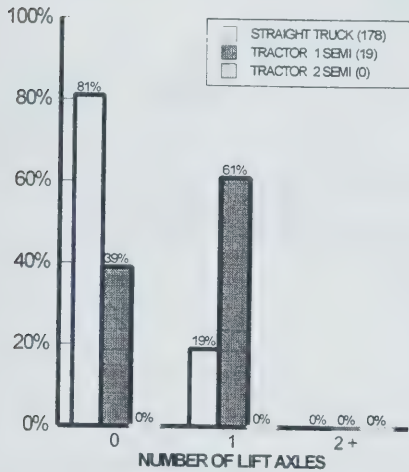
## MANUAL SLACK ADJUSTERS



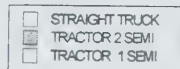
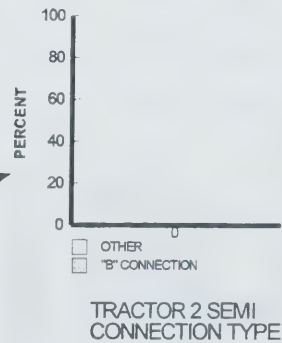
## NUMBER OF AXLES



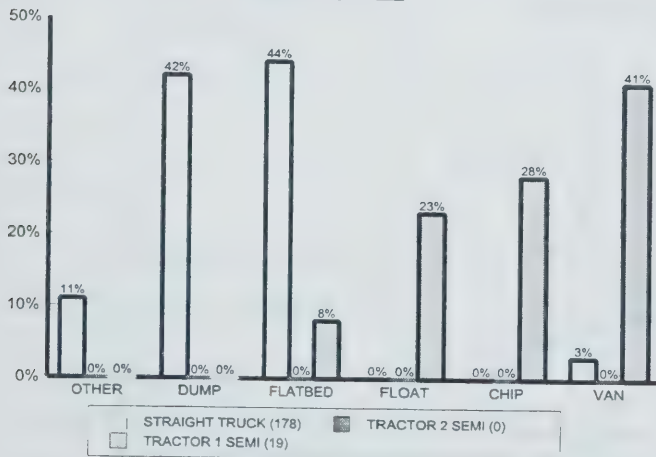
## LIFT AXLES



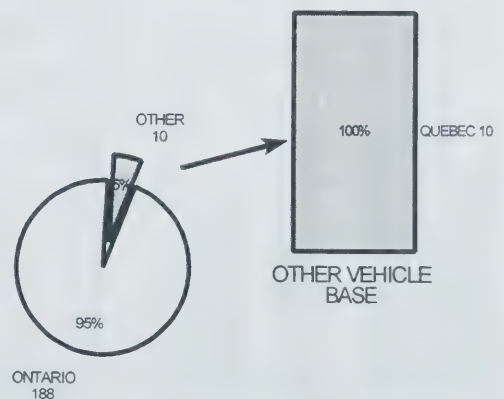
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

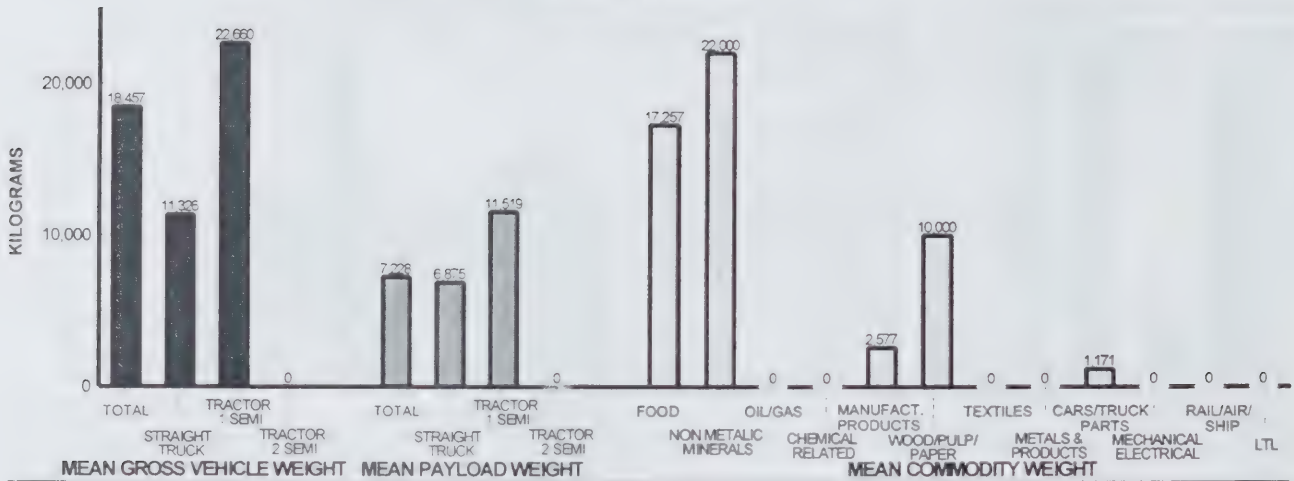




# KEARNS R20

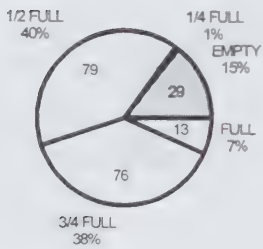
HWY. 66, STATION #: 133  
DIRECTION: EAST BOUND

## MEAN WEIGHTS

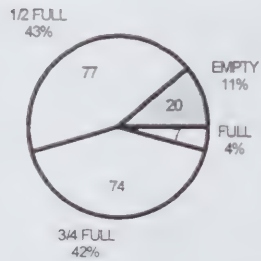


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

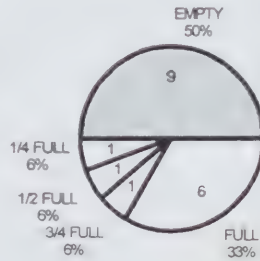
### ALL TRUCKS



### STRAIGHT TRUCK

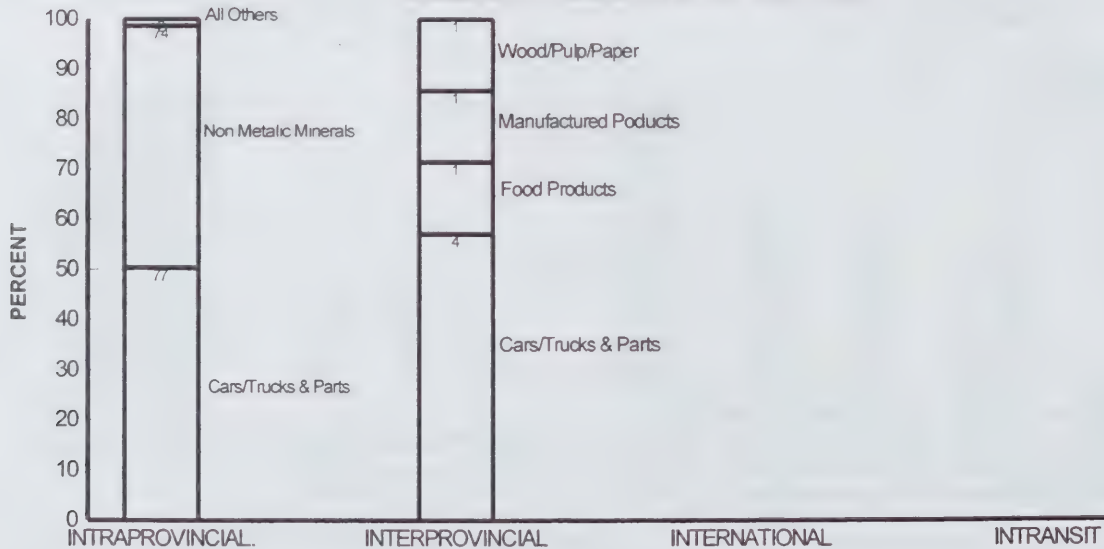


### TRACTOR 1 SEMI



### TRACTOR 2 SEMI

## COMMODITY COMPOSITION BY TRIP TYPE



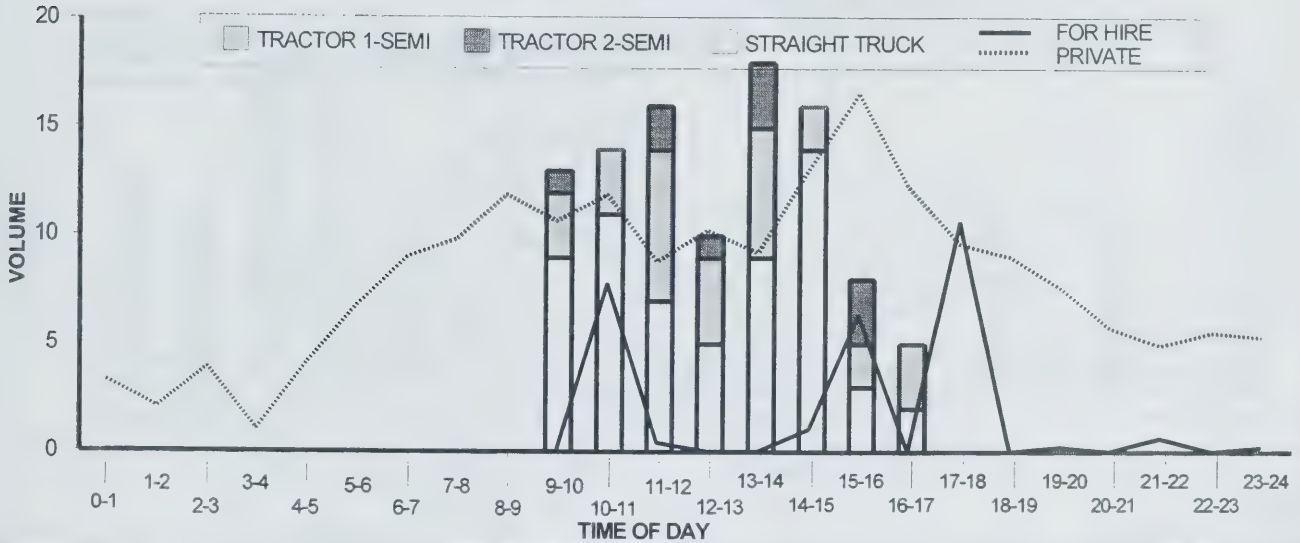
# KEARNS R20

HWY. 66, STATION #: 134

DIRECTION: WEST BOUND

LOCATION: ON THE ONTARIO/QUEBEC BORDER

## TRUCK VOLUMES BY HOUR

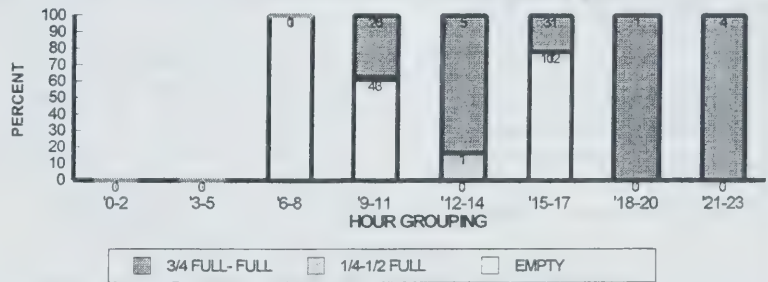


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL										13	15	15	10	16	17	6	9								101
ALL VEHICLES										111	134	120	123	71	132	116	114								921
% COMMERCIAL										11.7	11.2	12.5	8.1	22.5	12.9	5.2	7.9								11.0

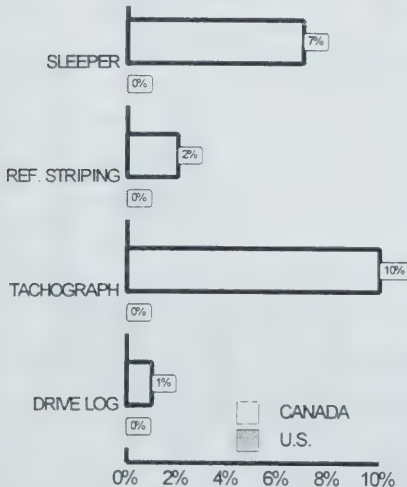
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 27	5	9	4.4%
TOTALS	5	9	4.4%

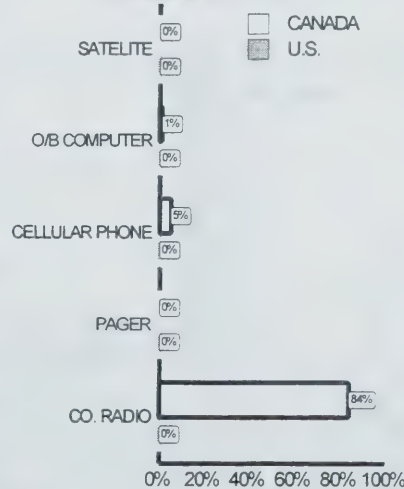
## LEVEL OF UTILIZATION BY HOUR GROUPING



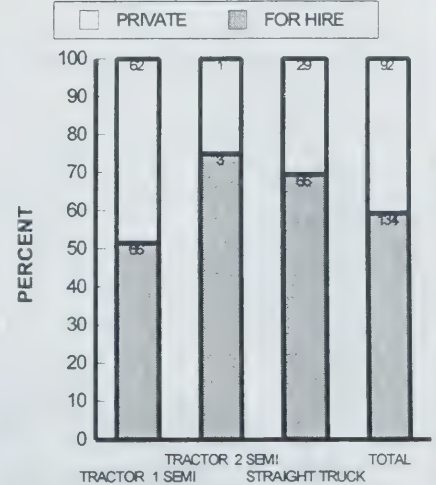
## FEATURES



## COMMUNICATION



## CARRIER TYPE

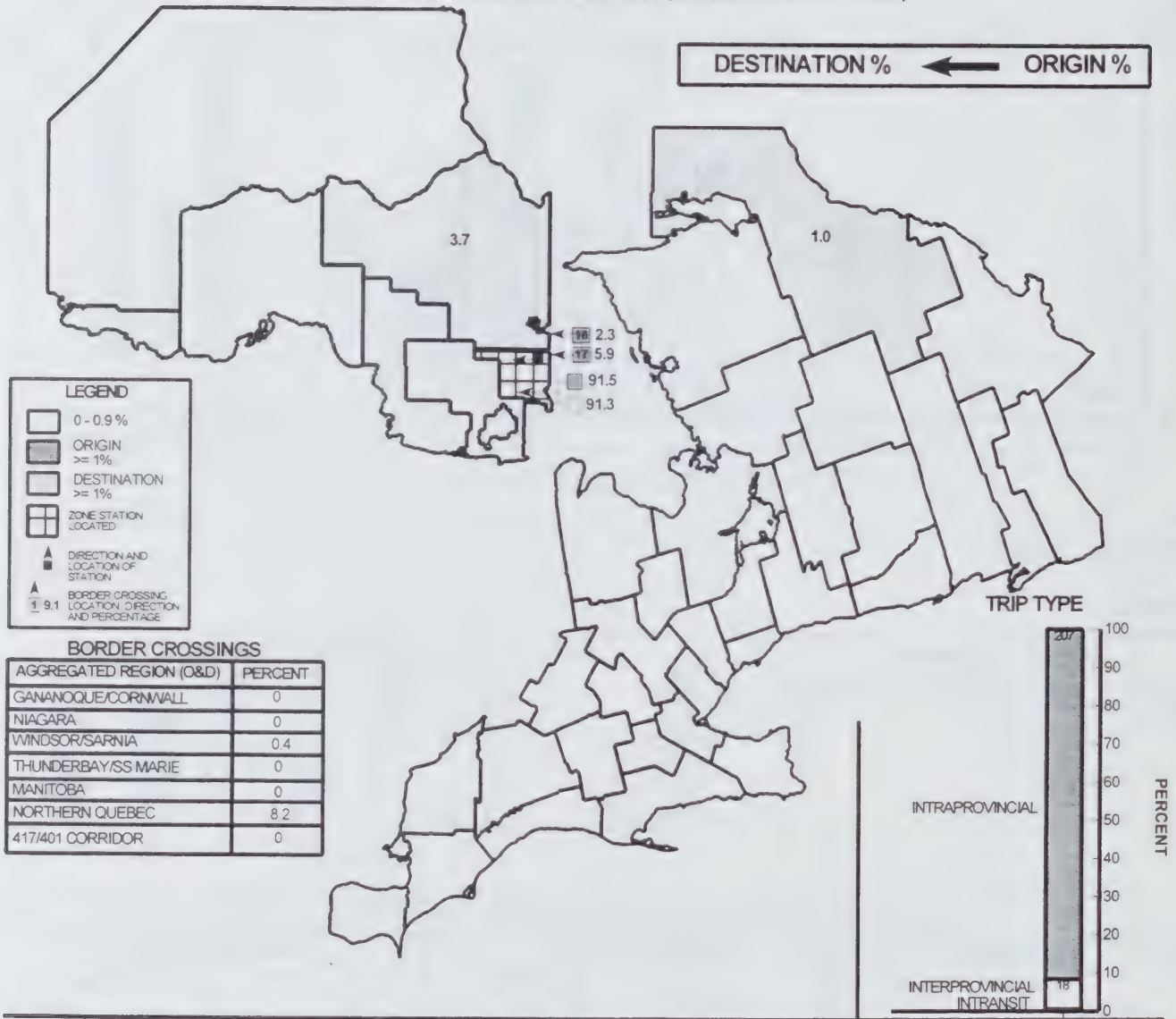


Values represent frequency or mean, unless identified as percent

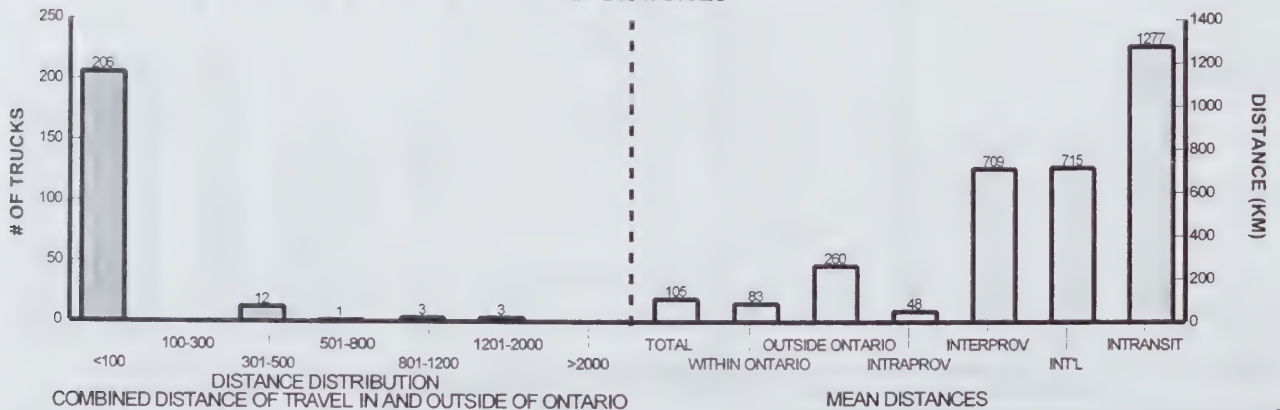
# KEARNS R20

HWY. 66, STATION #: 134  
DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES





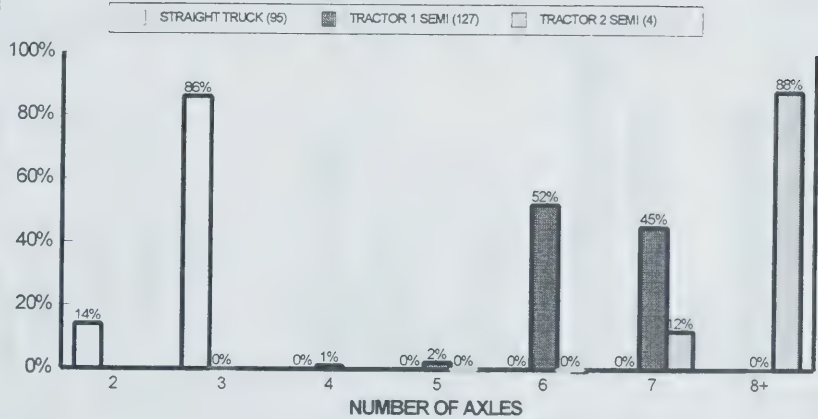
# KEARNS R20

HWY. 66, STATION #: 134  
DIRECTION: WEST BOUND

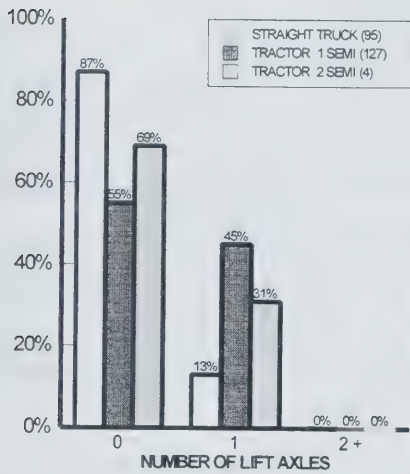
## MANUAL SLACK ADJUSTERS



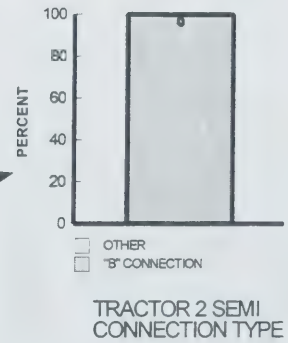
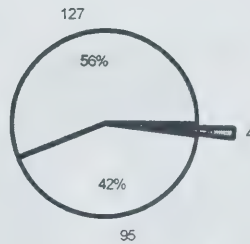
## NUMBER OF AXLES



## LIFT AXLES



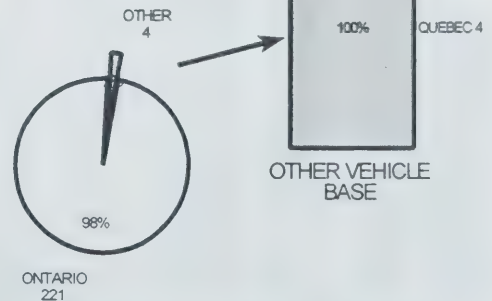
## VEHICLE CONFIGURATION



## BODY STYLE



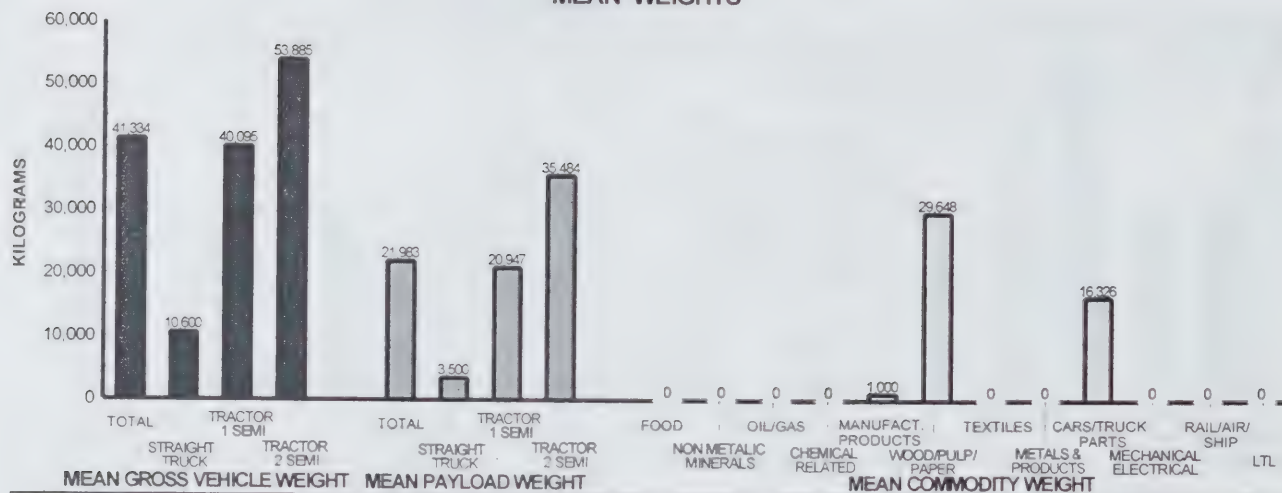
## VEHICLE BASE



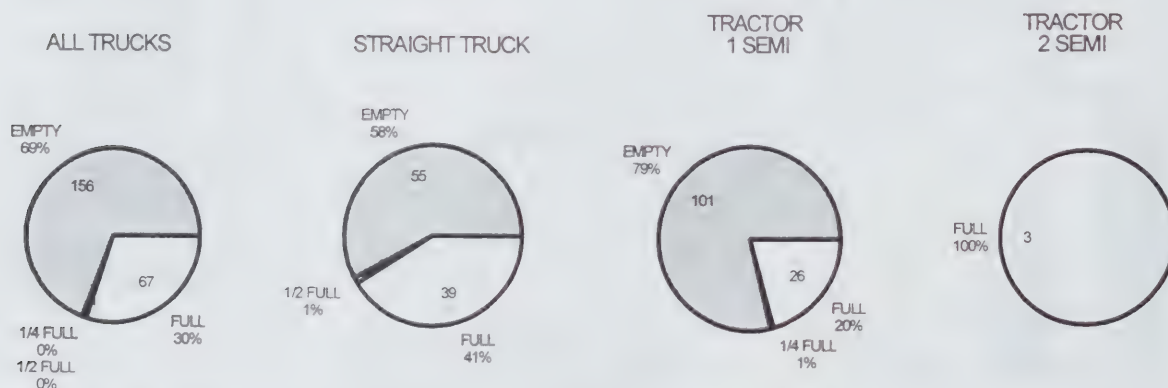
# KEARNS R20

HWY. 66, STATION #: 134  
DIRECTION: WEST BOUND

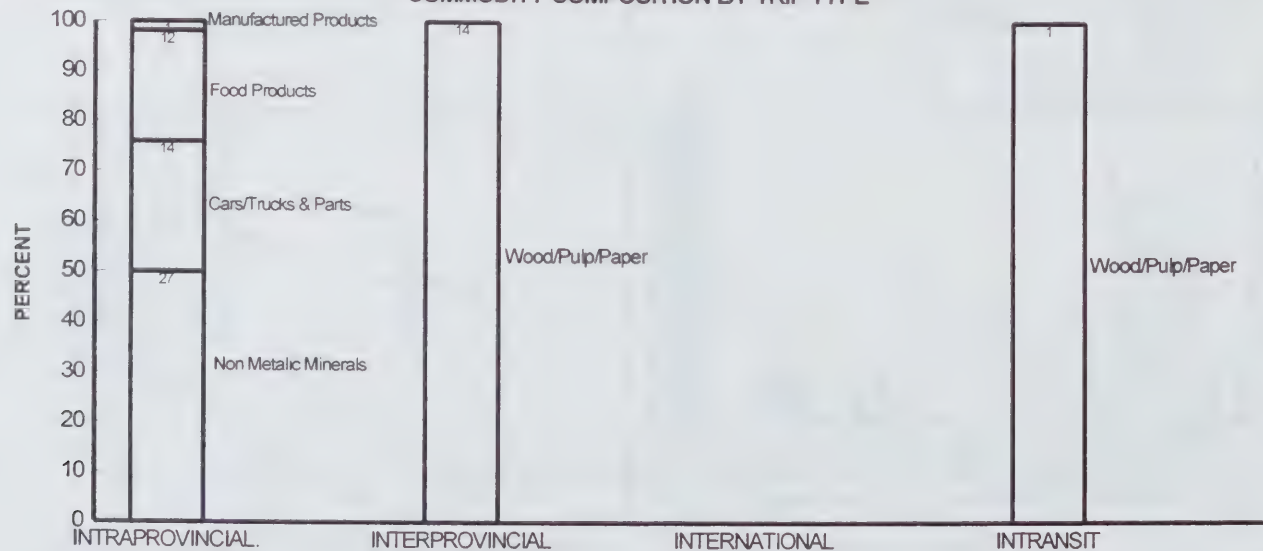
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



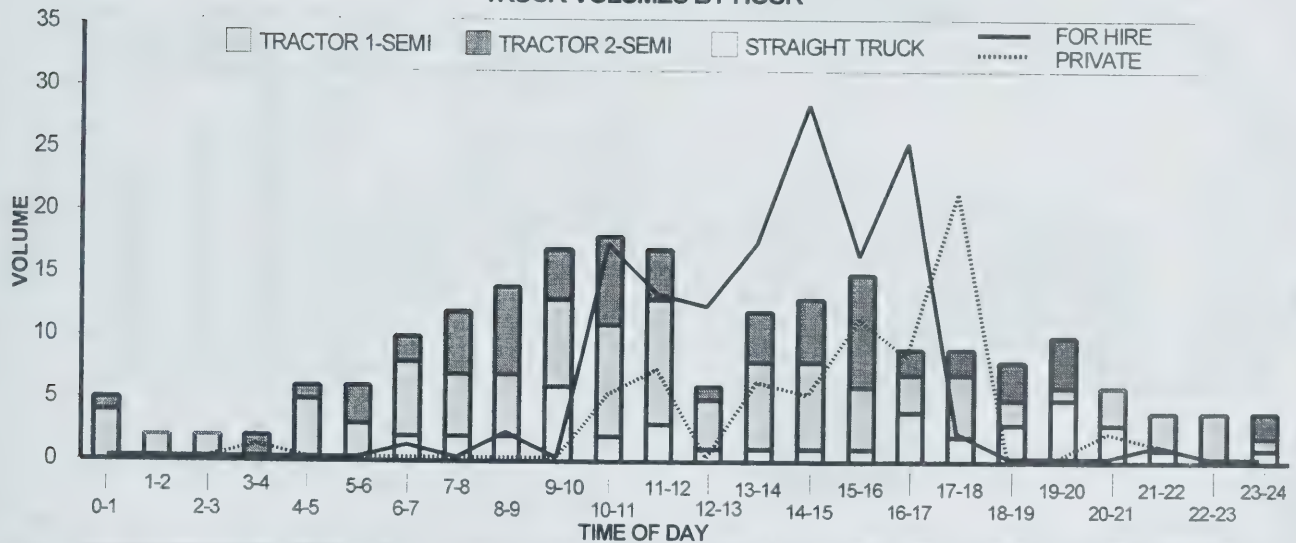
## COMMODITY COMPOSITION BY TRIP TYPE



# TIMMINS R19

HWY. 101, STATION #: 159  
DIRECTION: EAST BOUND  
LOCATION: 10 KM WEST OF TIMMINS

## TRUCK VOLUMES BY HOUR

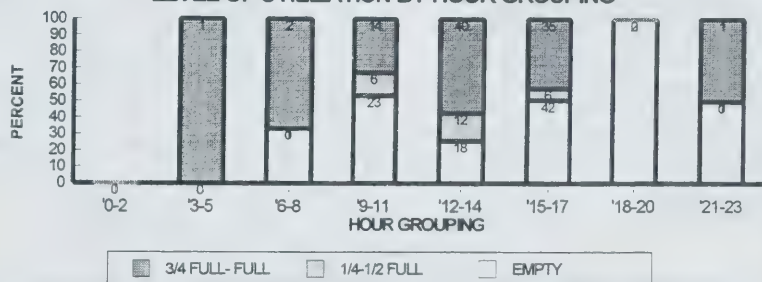


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	5	2	2	2	6	6	10	12	14	17	18	17	6	12	13	15	9	9	8	10	6	4	4	4	211
ALL VEHICLES	13	7	6	5	12	14	40	51	56	69	83	111	95	103	88	102	98	97	80	65	61	42	52	24	1374
% COMMERCIAL	38.5	28.6	33.3	40.0	50.0	42.9	25.0	23.5	25.0	24.6	21.7	15.3	6.3	11.7	14.8	14.7	9.2	9.3	10.0	15.4	9.8	9.5	7.7	16.7	15.4

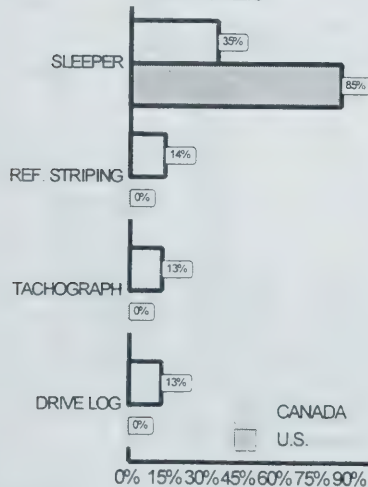
### SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 24	7	19	45.2%
July 25	5	15	46.9%
July 26	7	19	43.2%
July 28	8	21	32.3%
TOTALS	27	74	40.4%

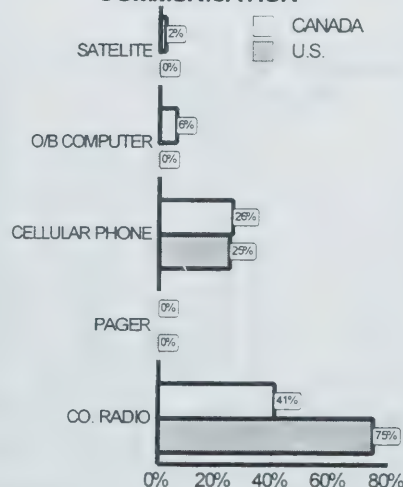
### LEVEL OF UTILIZATION BY HOUR GROUPING



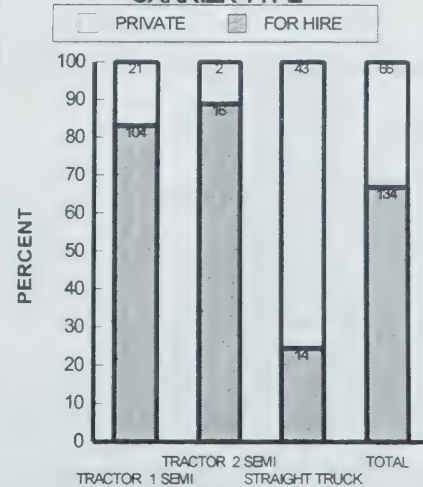
### FEATURES



### COMMUNICATION



### CARRIER TYPE



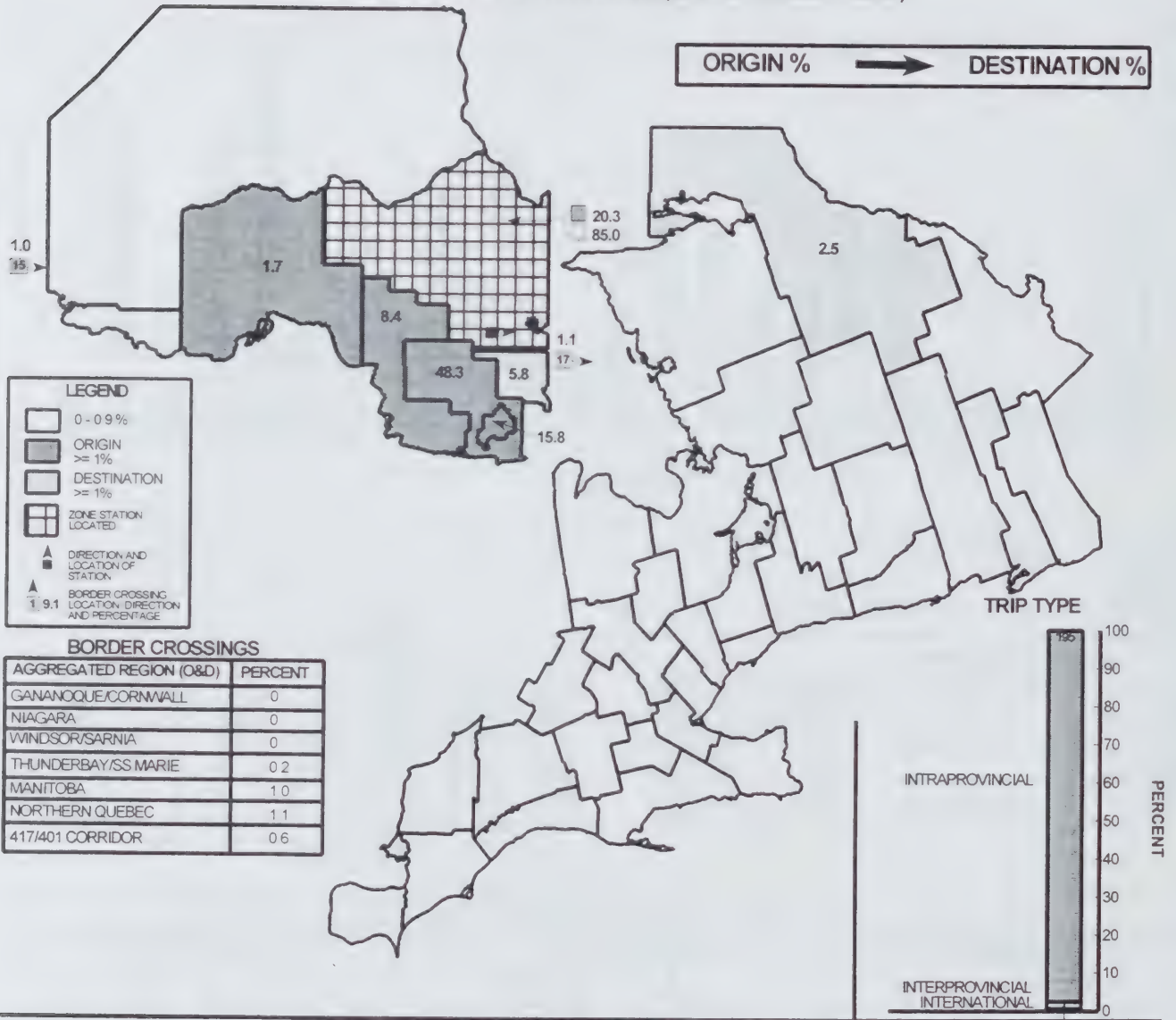
Values represent frequency or mean, unless identified as percent



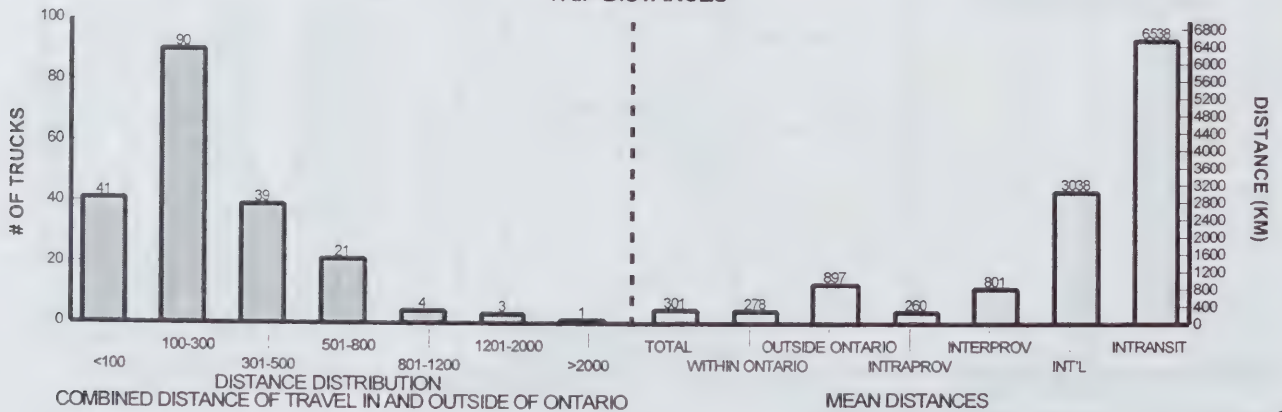
# TIMMINS R19

HWY. 101, STATION #: 159  
DIRECTION: EAST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



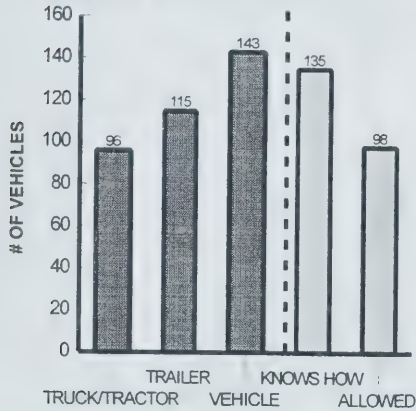
## TRIP DISTANCES



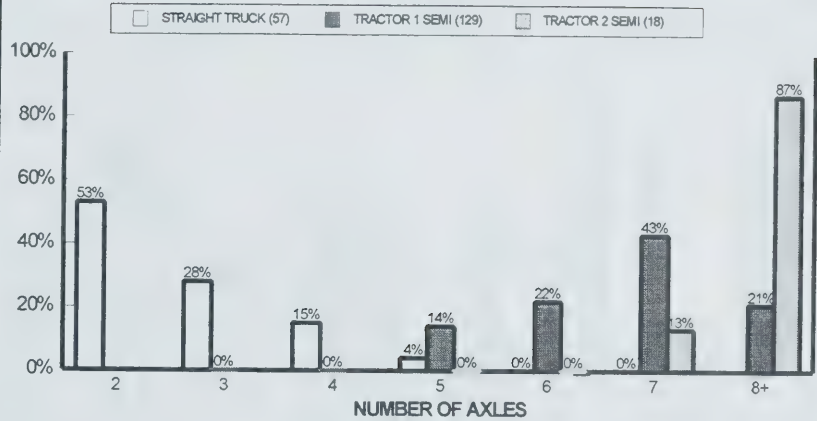
# TIMMINS R19

HWY. 101, STATION #: 159  
DIRECTION: EAST BOUND

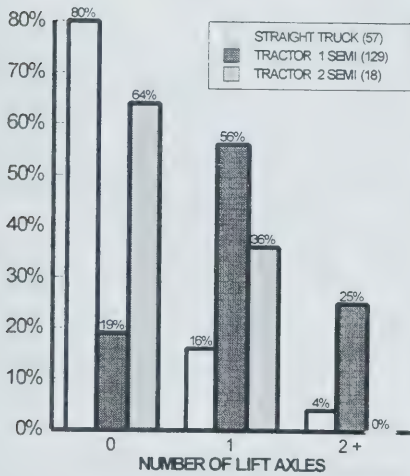
## MANUAL SLACK ADJUSTERS



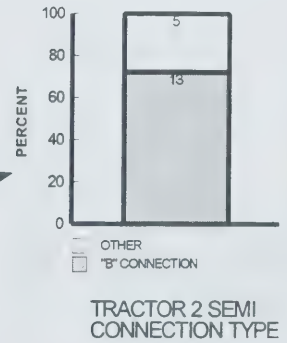
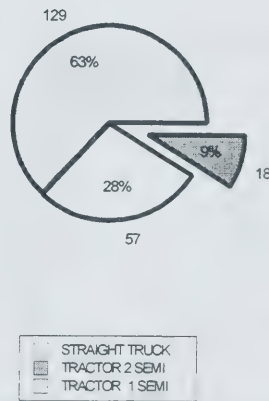
## NUMBER OF AXLES



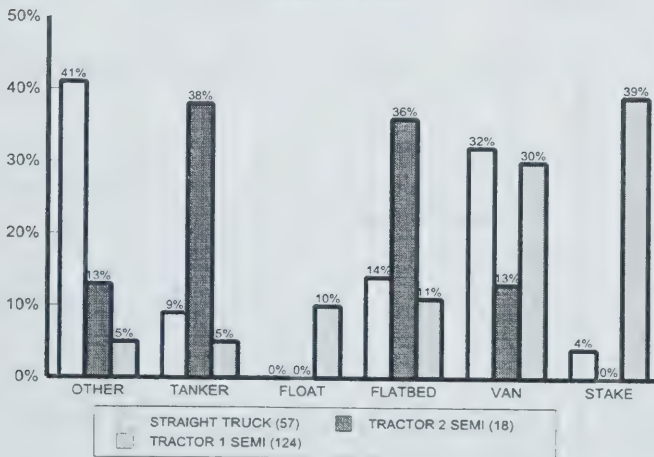
## LIFT AXLES



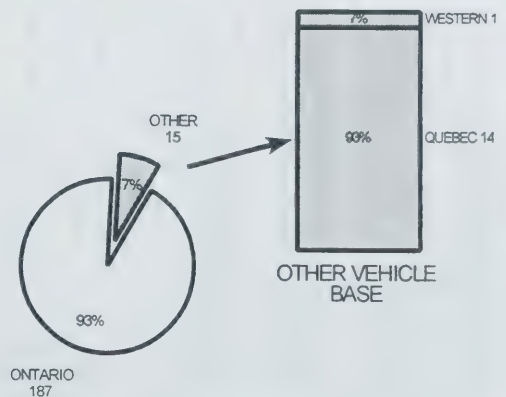
## VEHICLE CONFIGURATION



## BODY STYLE



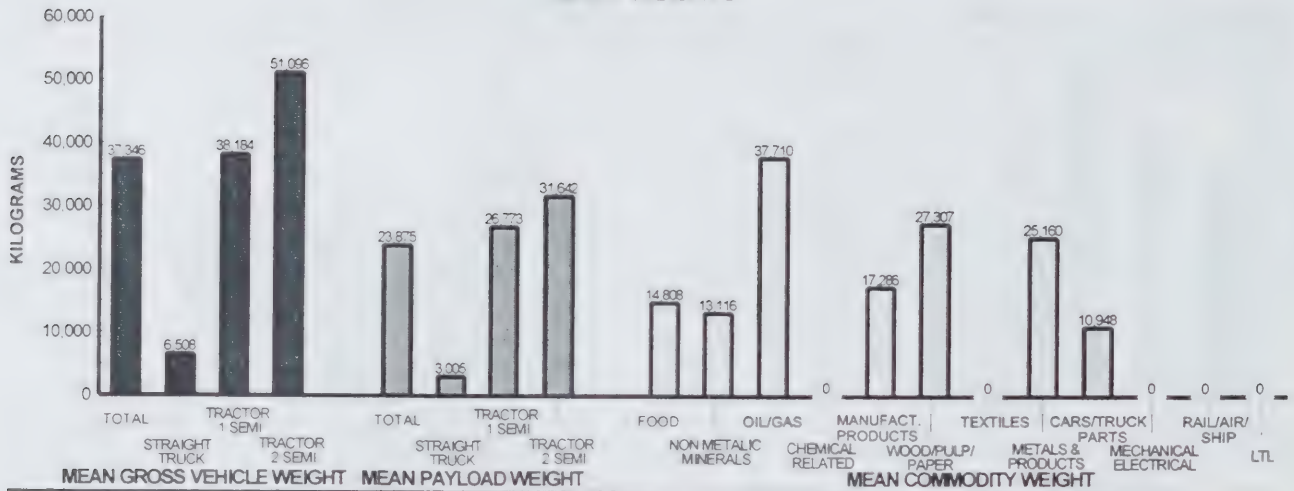
## VEHICLE BASE



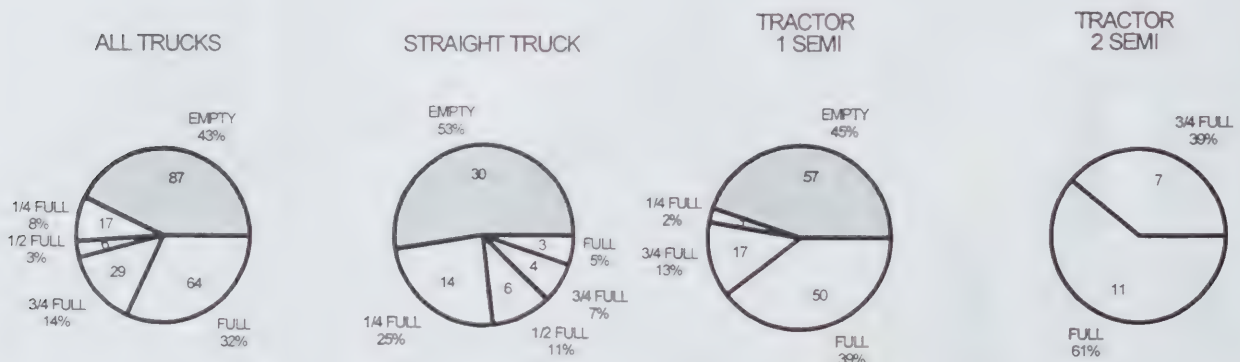
# TIMMINS R19

HWY. 101, STATION #: 159  
DIRECTION: EAST BOUND

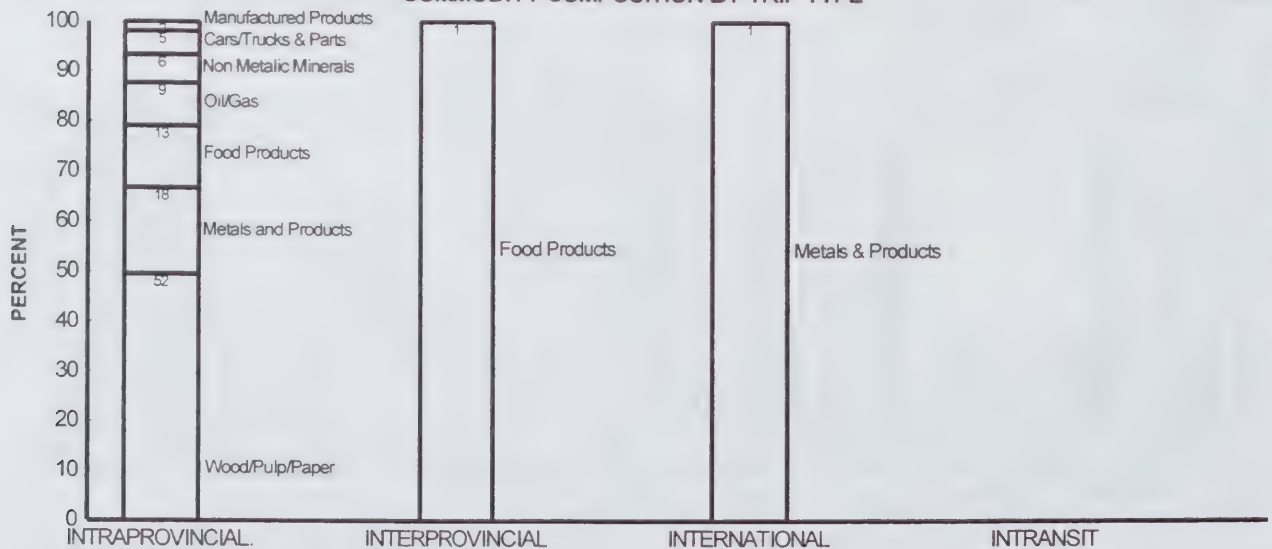
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE





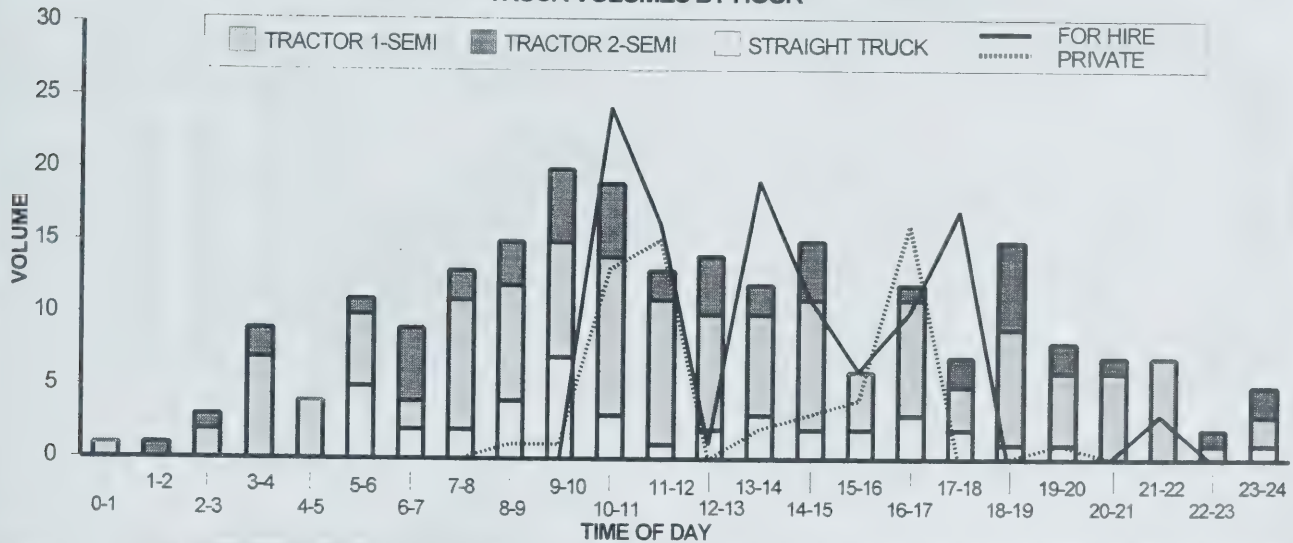
# TIMMINS R19

HWY. 101, STATION #: 160

DIRECTION: WEST BOUND

LOCATION: 10 KM WEST OF TIMMINS

## TRUCK VOLUMES BY HOUR

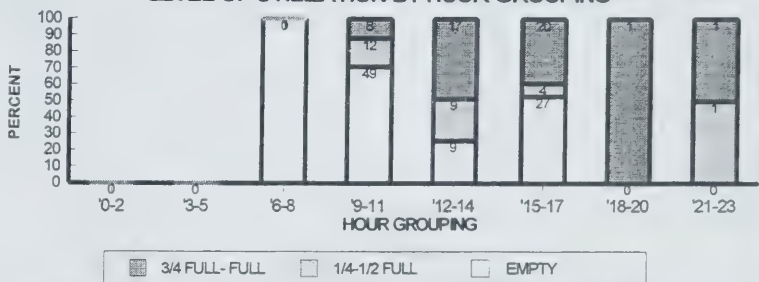


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	1	1	3	9	4	11	9	13	15	20	19	13	14	12	15	6	12	7	15	8	7	7	2	5	228
ALL VEHICLES	11	6	5	12	11	26	43	60	66	84	100	88	97	94	102	91	108	98	99	71	42	51	30	22	1417
% COMMERCIAL	9.1	16.7	60.0	75.0	36.4	42.3	20.9	21.7	22.7	23.8	19.0	14.8	14.4	12.8	14.7	6.6	11.1	7.1	15.2	11.3	16.7	13.7	6.7	22.7	16.1

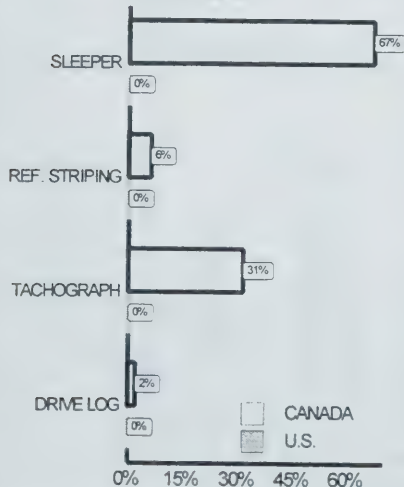
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 24	6	13	28.3%
July 25	5	7	43.8%
July 26	5	7	14.9%
July 28	4	7	21.2%
TOTALS	20	34	23.9%

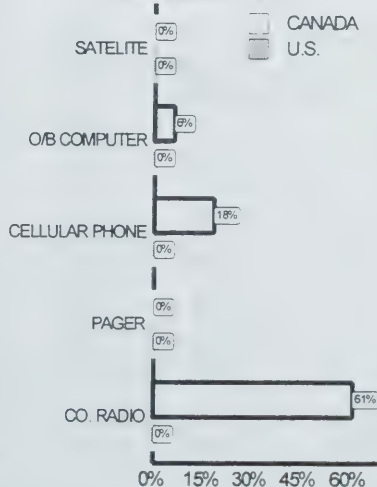
## LEVEL OF UTILIZATION BY HOUR GROUPING



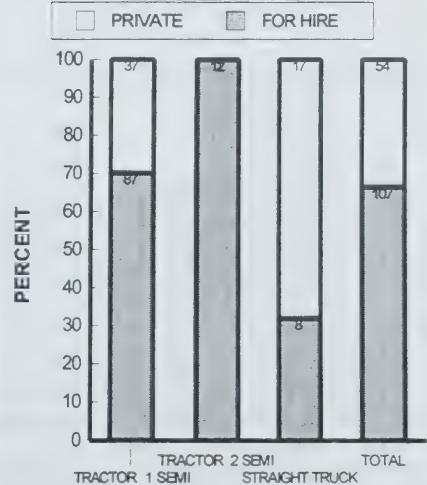
## FEATURES



## COMMUNICATION



## CARRIER TYPE

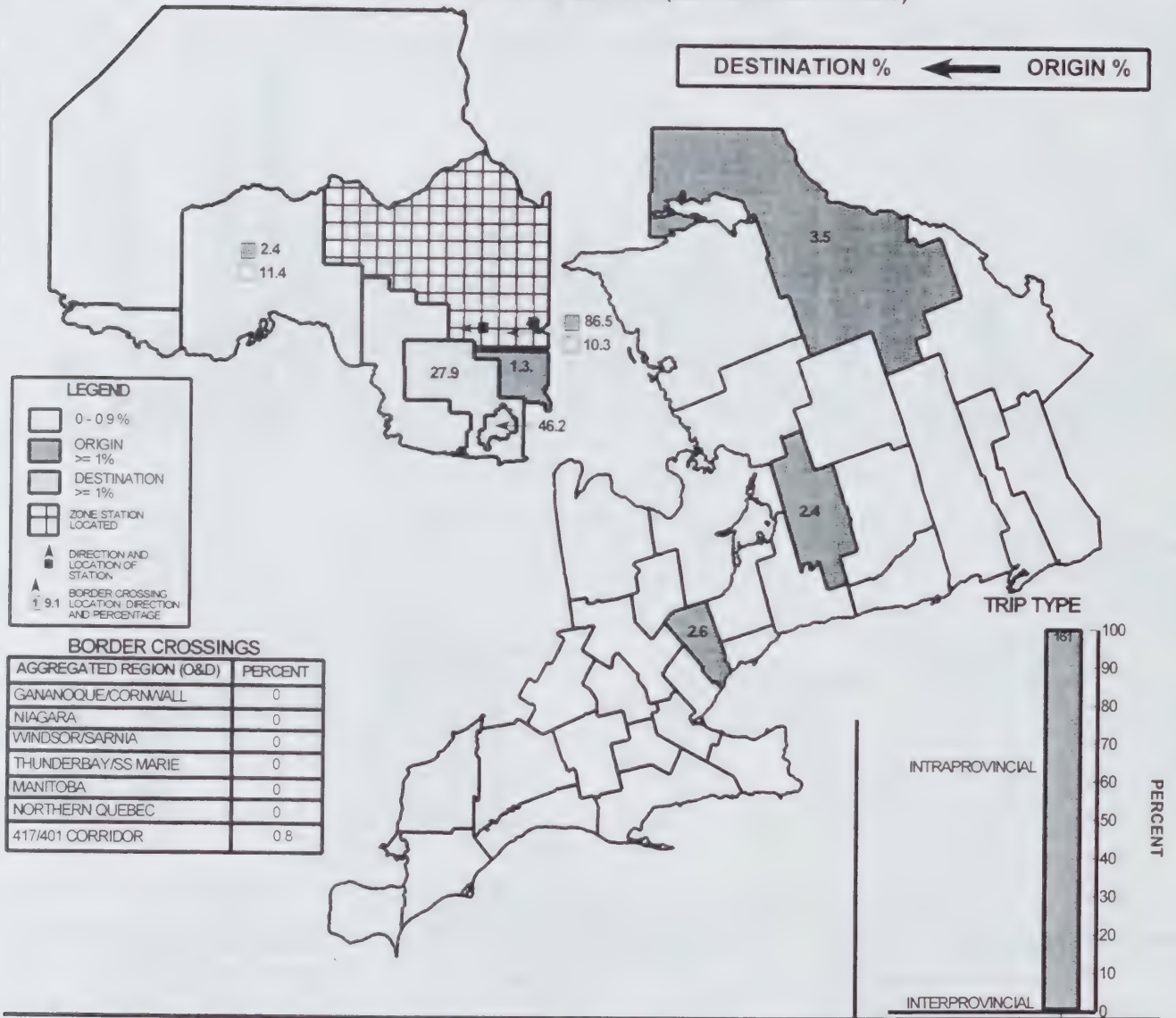


Values represent frequency or mean, unless identified as percent

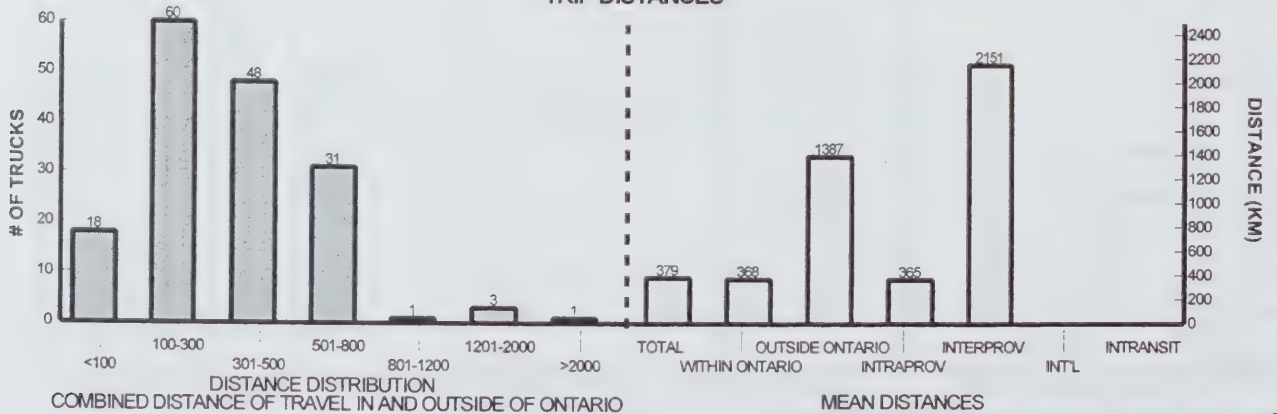
# TIMMINS R19

HWY. 101, STATION #: 160  
DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



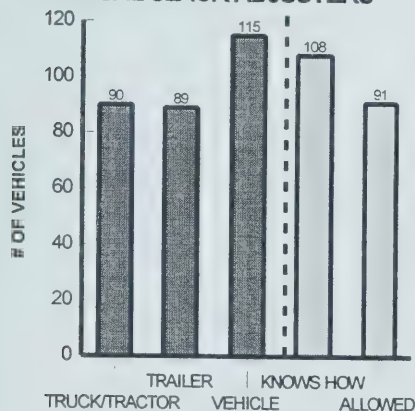
## TRIP DISTANCES



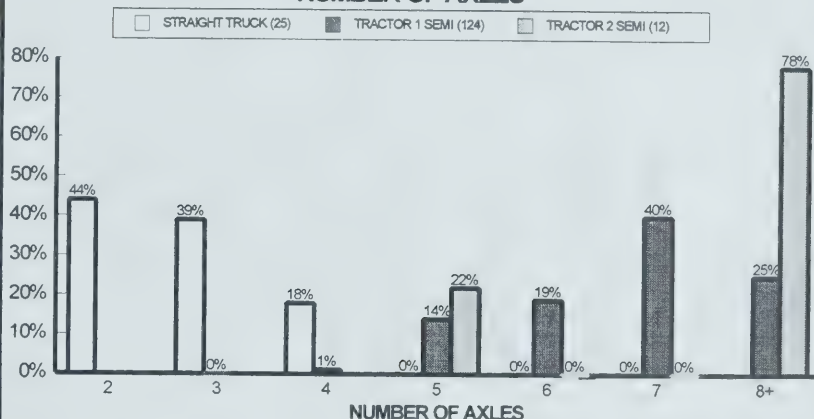
# TIMMINS R19

HWY. 101, STATION #: 160  
DIRECTION: WEST BOUND

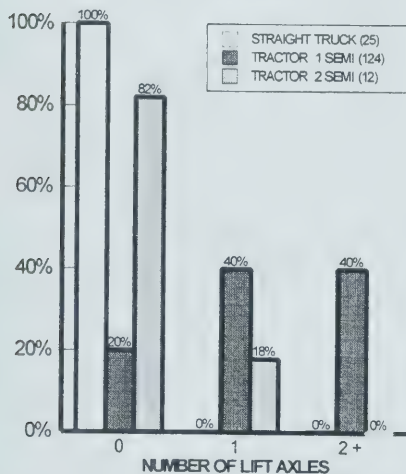
## MANUAL SLACK ADJUSTERS



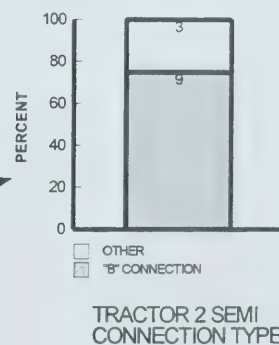
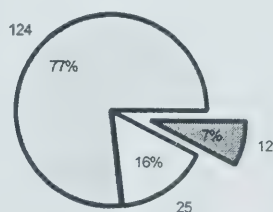
## NUMBER OF AXLES



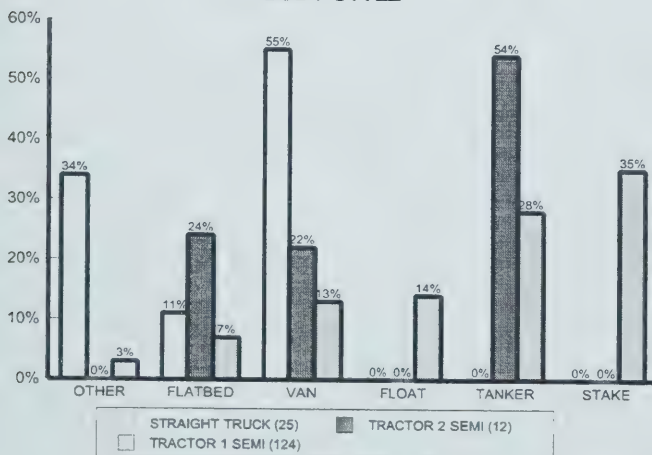
## LIFT AXLES



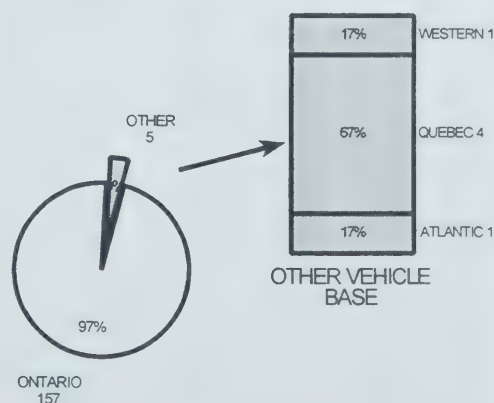
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

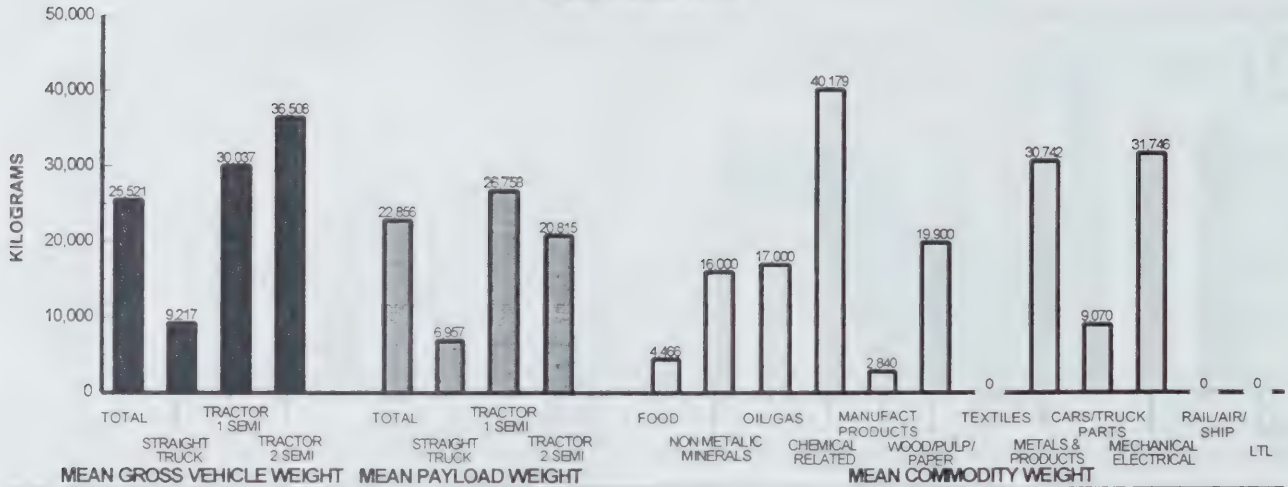




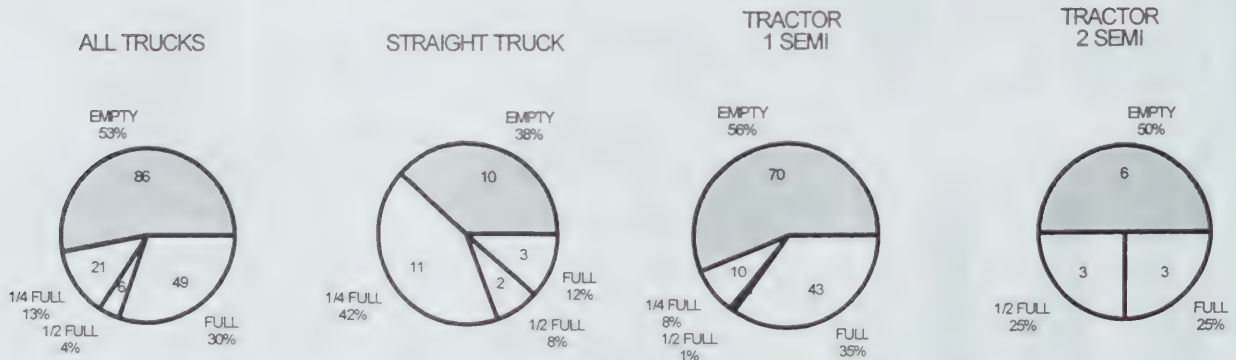
# TIMMINS R19

HWY. 101, STATION #: 160  
DIRECTION: WEST BOUND

## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

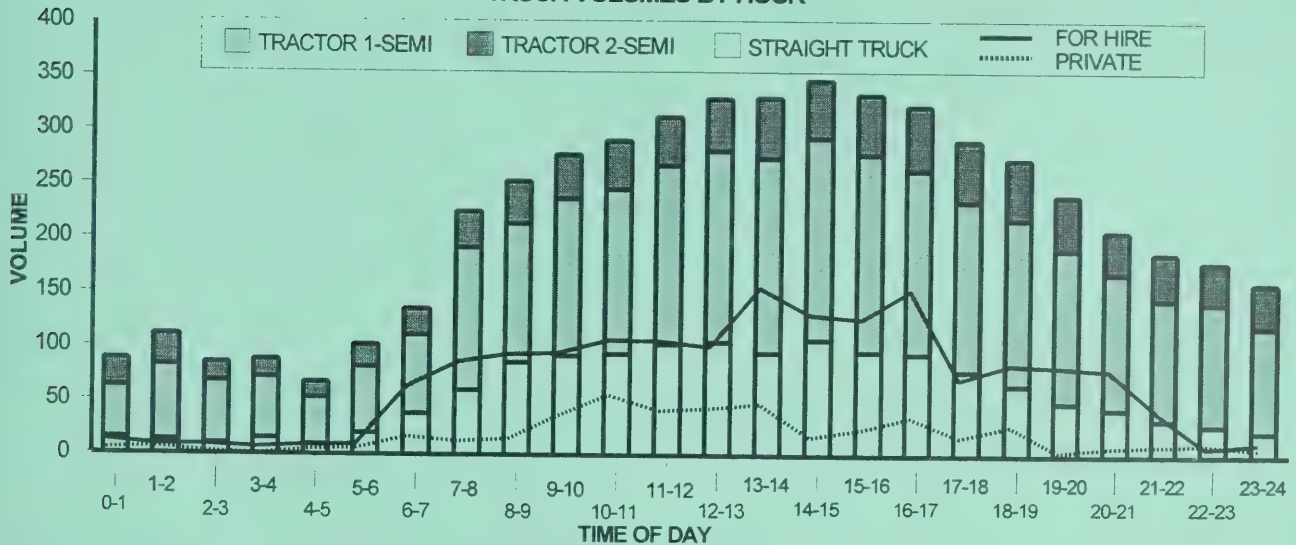


## COMMODITY COMPOSITION BY TRIP TYPE



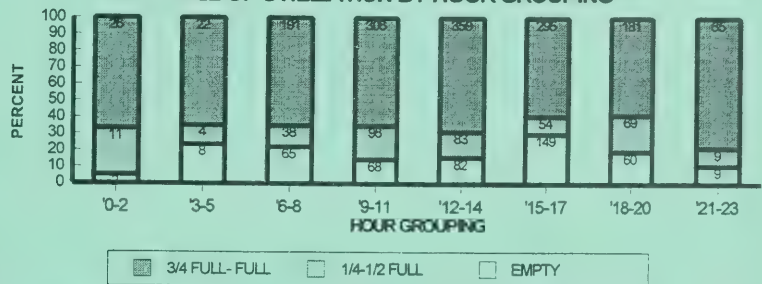
# NORTHWESTERN REGION

## TRUCK VOLUMES BY HOUR

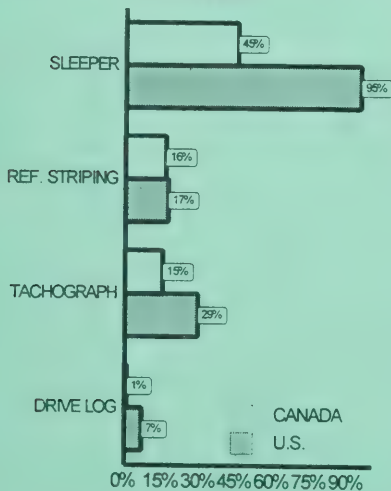


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	88	111	85	88	67	102	135	225	253	278	291	313	330	331	347	334	323	291	274	240	207	187	179	160	4085
ALL VEHICLES	233	409	266	220	202	433	881	1577	1712	1850	2130	2349	2558	2627	2725	2734	2948	3070	2540	2084	1808	1601	1269	888	33181
% COMMERCIAL	37.8	27.1	32.0	40.0	33.2	23.6	15.3	14.3	14.8	15.0	13.7	13.3	12.9	12.6	12.7	12.2	11.0	9.5	10.8	11.5	11.4	11.7	14.1	18.0	12.3

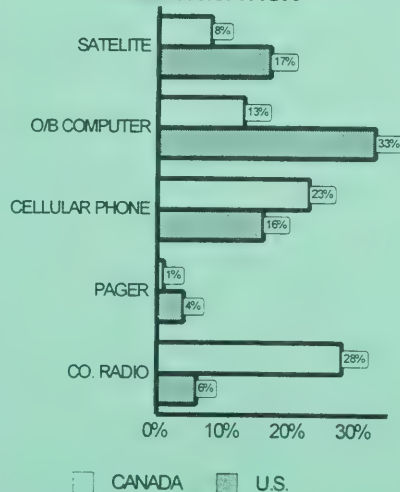
## LEVEL OF UTILIZATION BY HOUR GROUPING



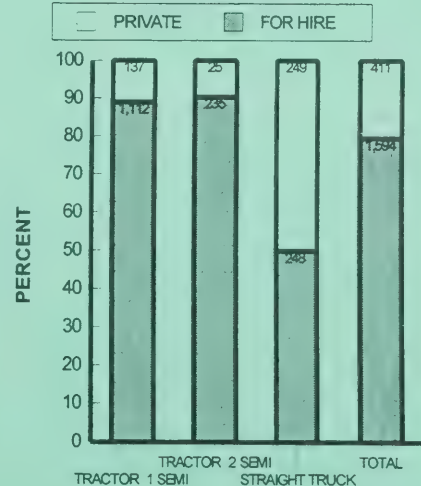
## FEATURES



## COMMUNICATION



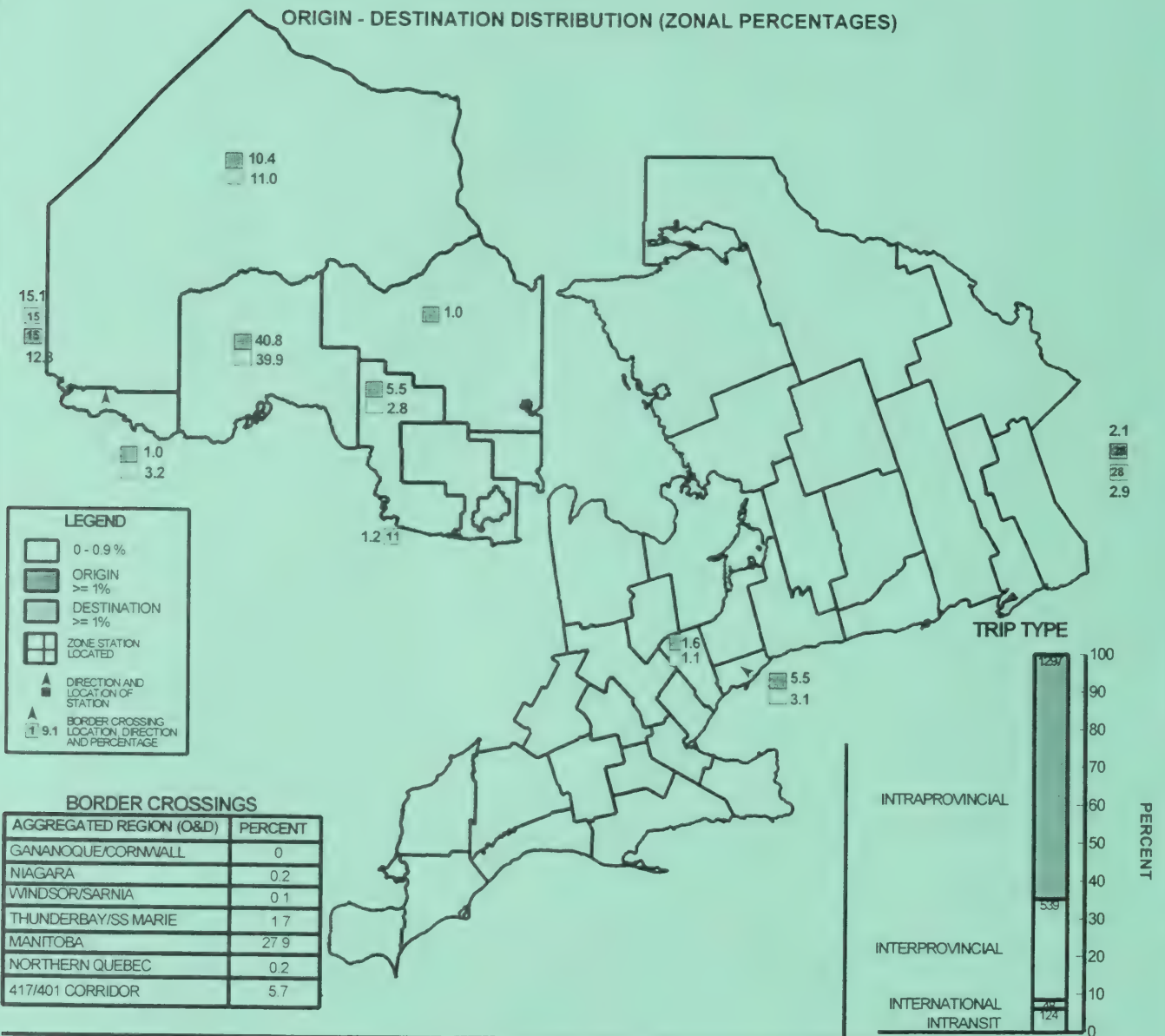
## CARRIER TYPE



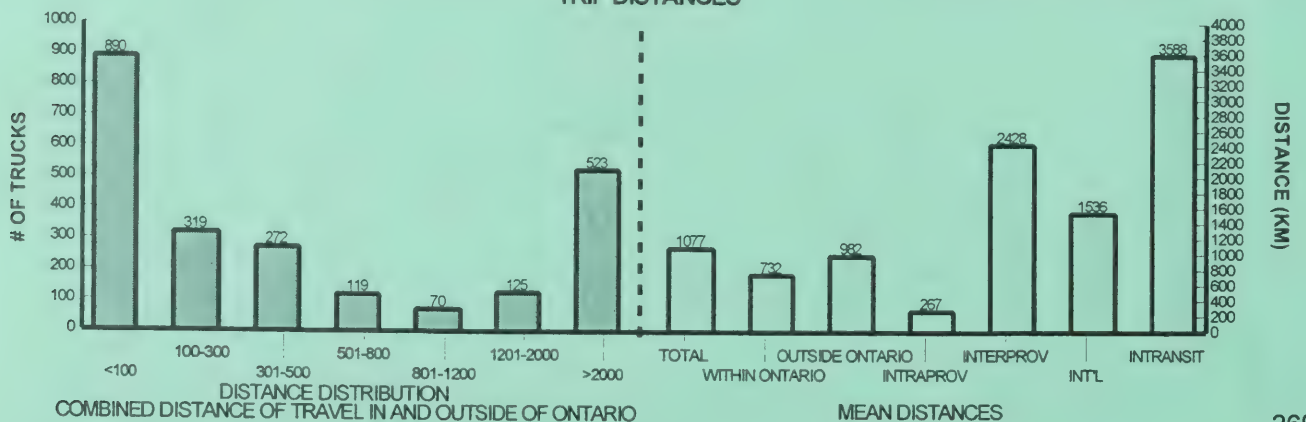
Values represent frequency or mean, unless identified as percent

# NORTHWESTERN REGION

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



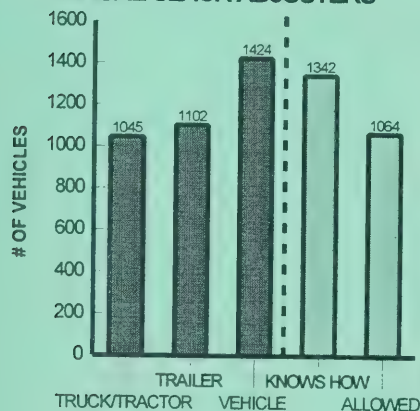
TRIP DISTANCES



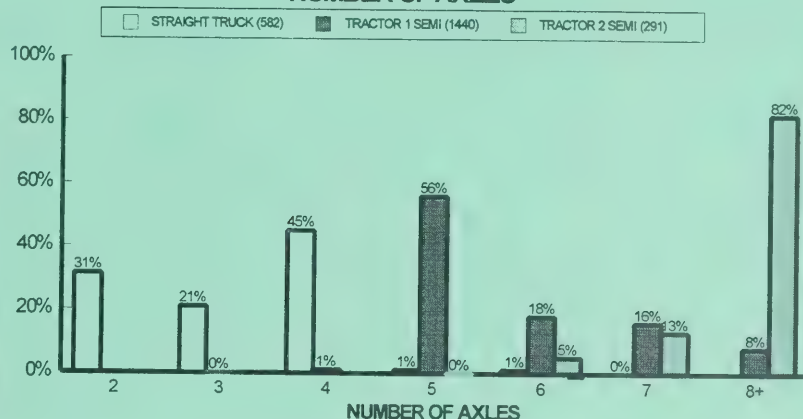


# NORTHWESTERN REGION

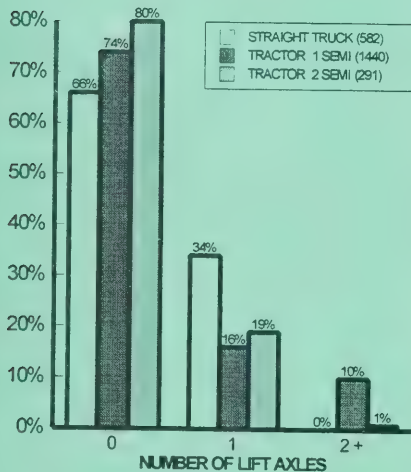
## MANUAL SLACK ADJUSTERS



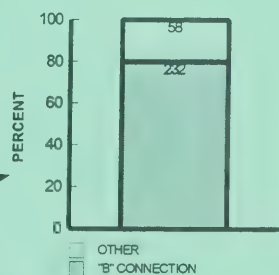
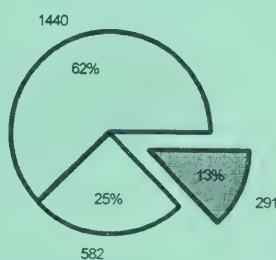
## NUMBER OF AXLES



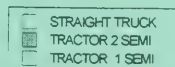
## LIFT AXLES



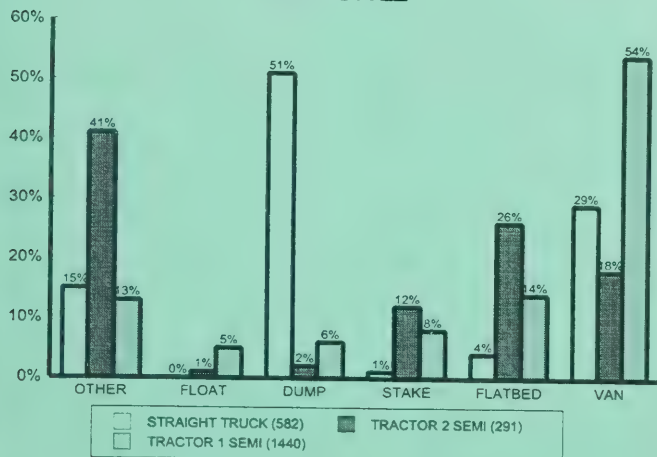
## VEHICLE CONFIGURATION



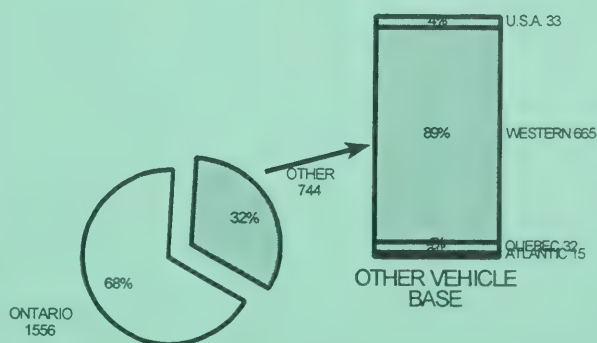
## TRACTOR 2 SEMI CONNECTION TYPE



## BODY STYLE

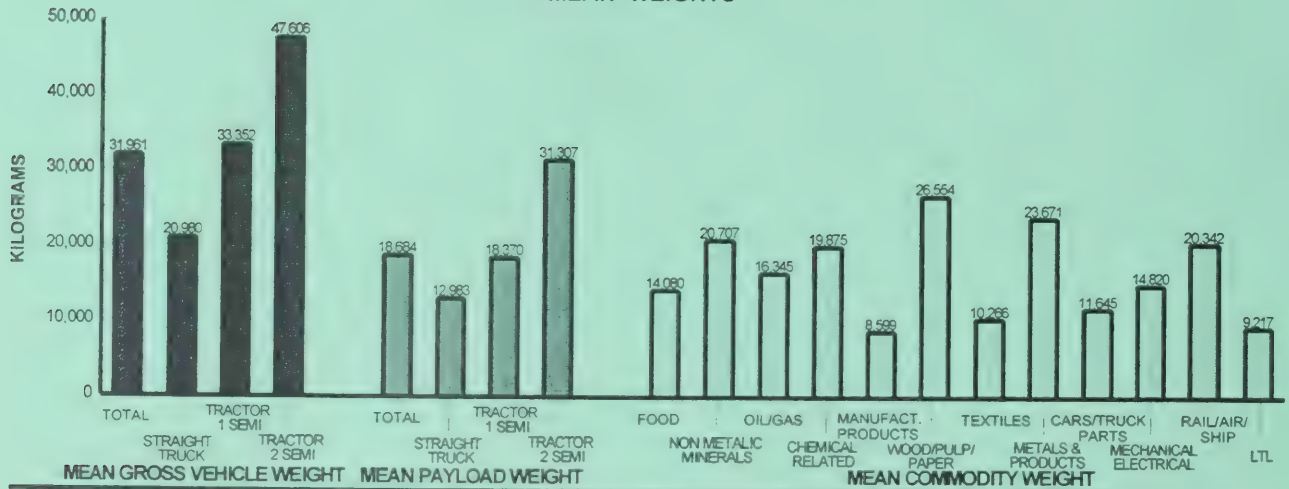


## VEHICLE BASE



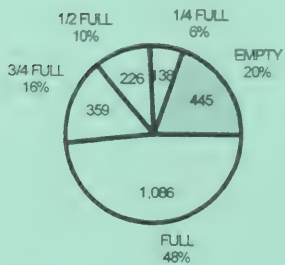
# NORTHWESTERN REGION

## MEAN WEIGHTS

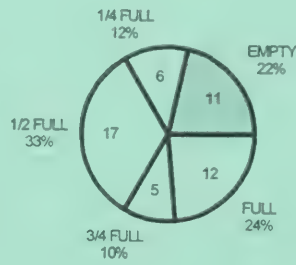


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

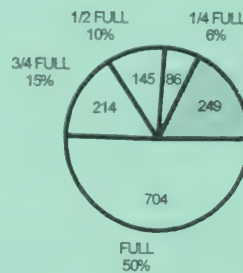
### ALL TRUCKS



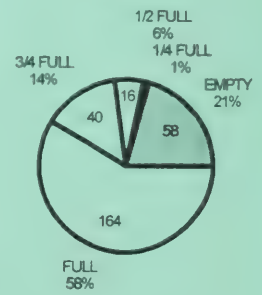
### STRAIGHT TRUCK



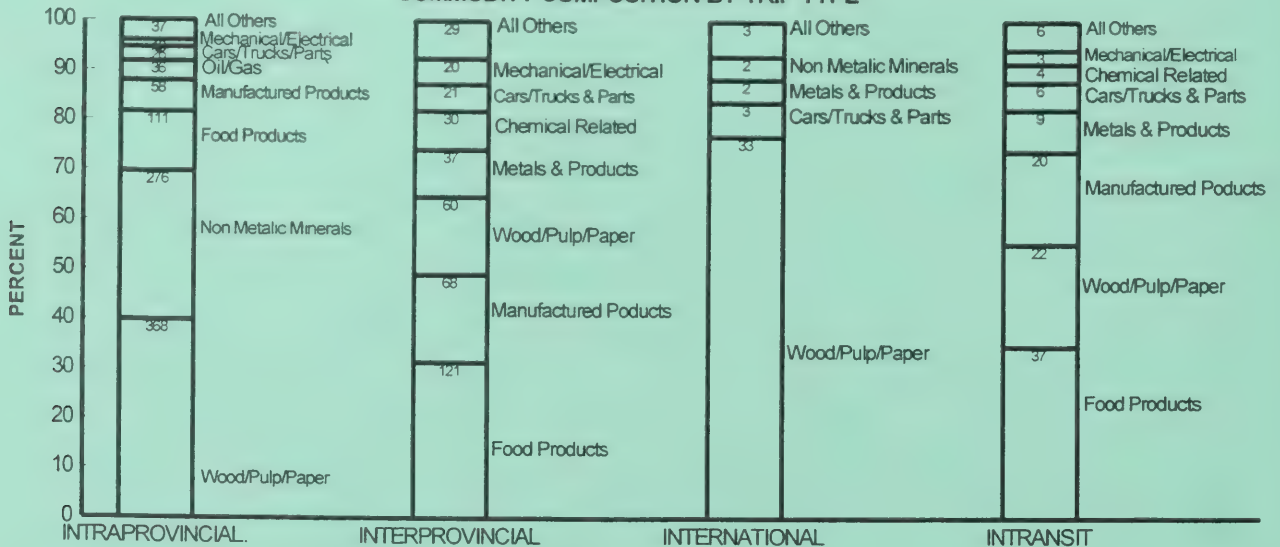
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE



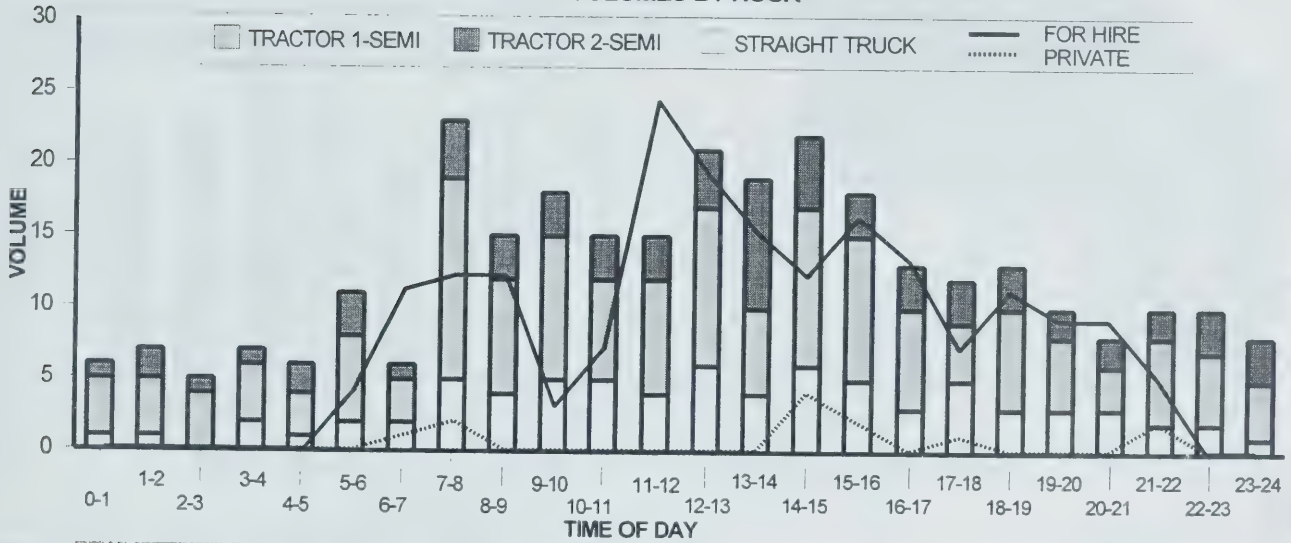
# THUNDER BAY SOUTH 611

HWY. 11/17, STATION #: 154

DIRECTION: EAST BOUND

LOCATION: 2.6 KM WEST OF HWY 17/130 JUNCTION

## TRUCK VOLUMES BY HOUR

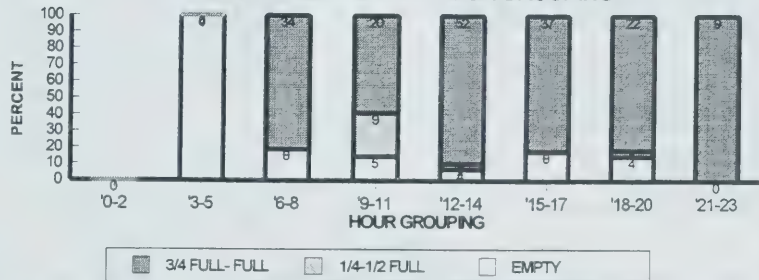


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	6	7	5	7	6	11	6	23	15	18	15	15	21	19	22	18	13	12	13	10	8	10	10	8	298
ALL VEHICLES	23	22	14	15	13	27	55	150	139	123	124	117	147	152	152	167	131	148	147	112	91	91	67	52	2279
% COMMERCIAL	26.1	31.8	35.7	46.7	46.2	40.7	10.9	15.3	10.8	14.6	12.1	12.8	14.3	12.5	14.5	10.8	9.9	8.1	8.8	8.9	8.8	11.0	14.9	15.4	13.1

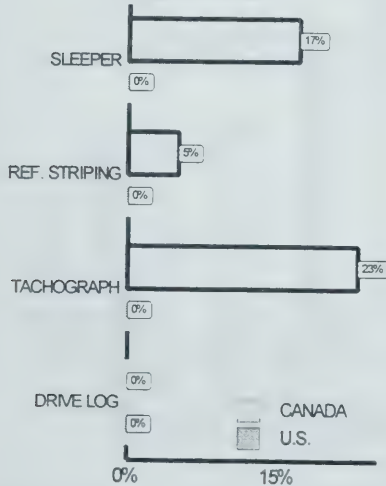
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
June 26	16	41	39.1%
June 27	15	49	41.9%
TOTALS	31	90	40.5%

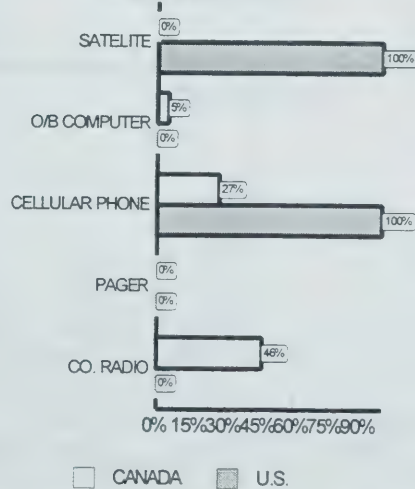
## LEVEL OF UTILIZATION BY HOUR GROUPING



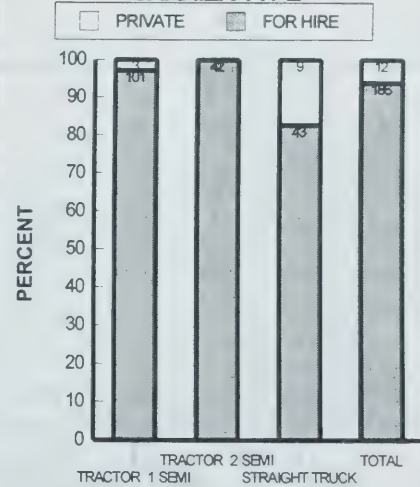
## FEATURES



## COMMUNICATION



## CARRIER TYPE



Values represent frequency or mean, unless identified as percent

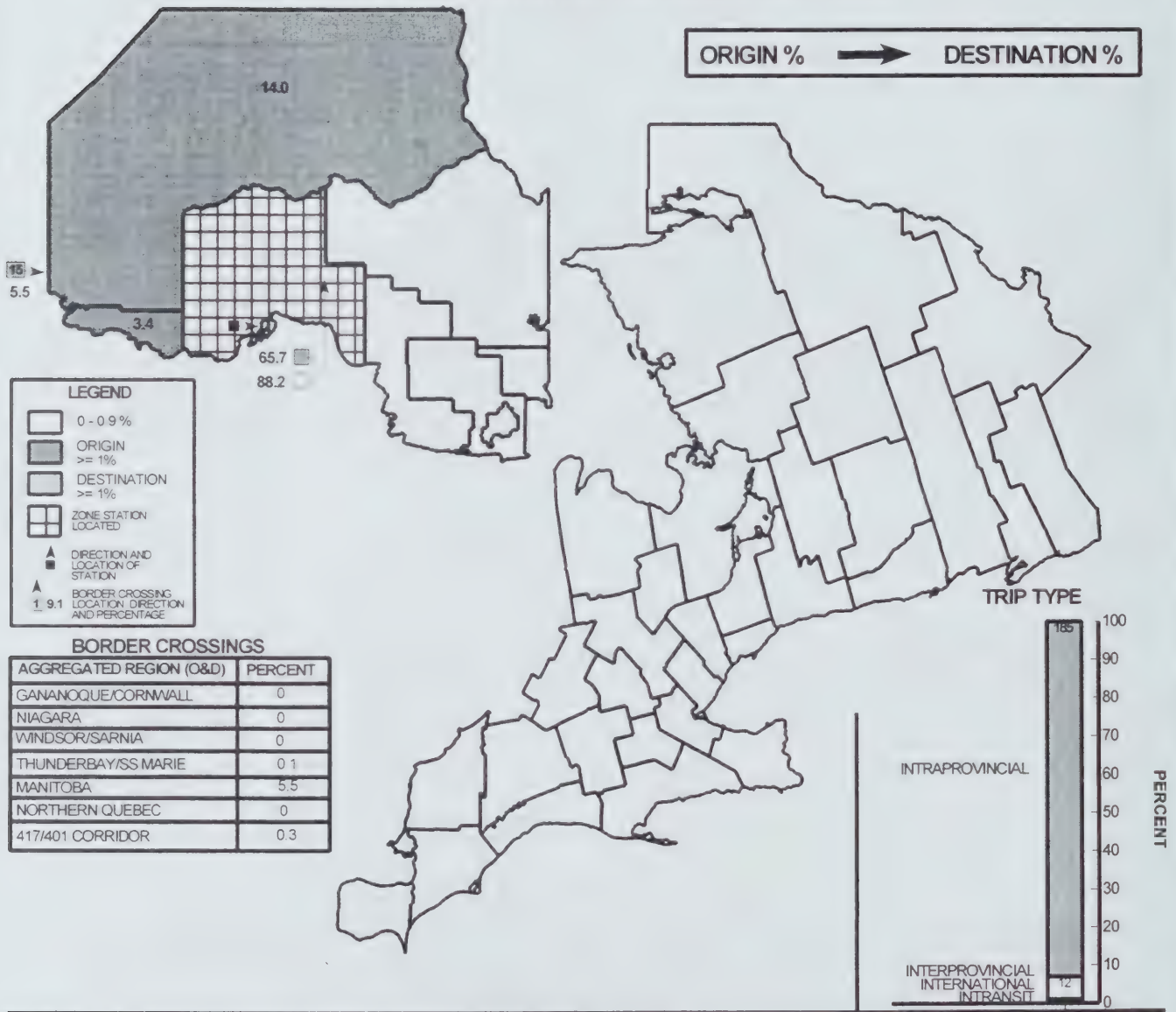


# THUNDER BAY SOUTH 611

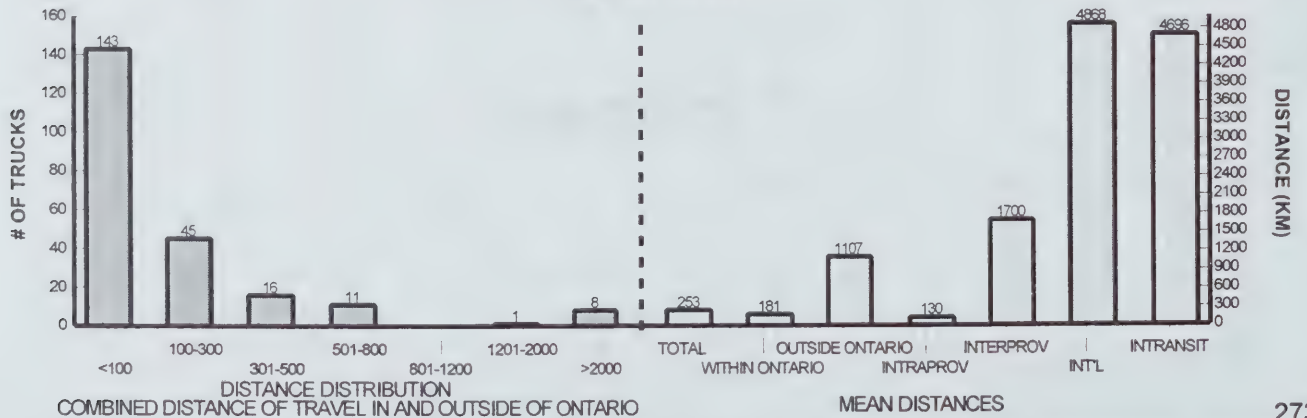
HWY. 11/17, STATION #. 154

DIRECTION: EAST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



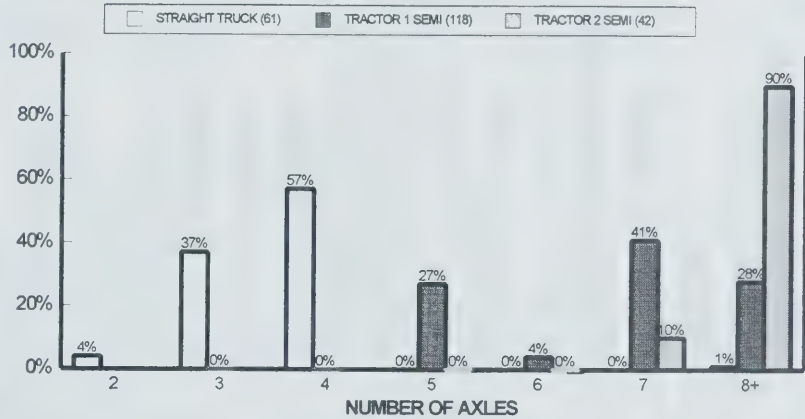
# THUNDER BAY SOUTH 611

HWY. 11/17, STATION #: 154  
DIRECTION: EAST BOUND

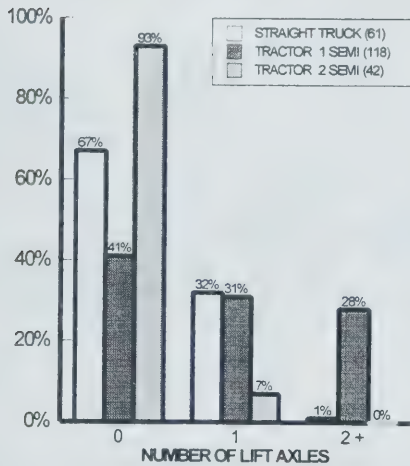
## MANUAL SLACK ADJUSTERS



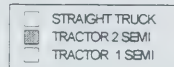
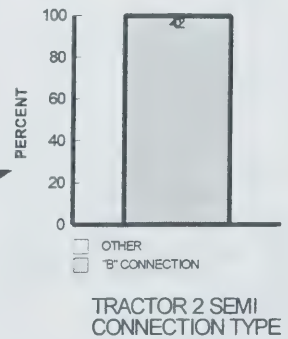
## NUMBER OF AXLES



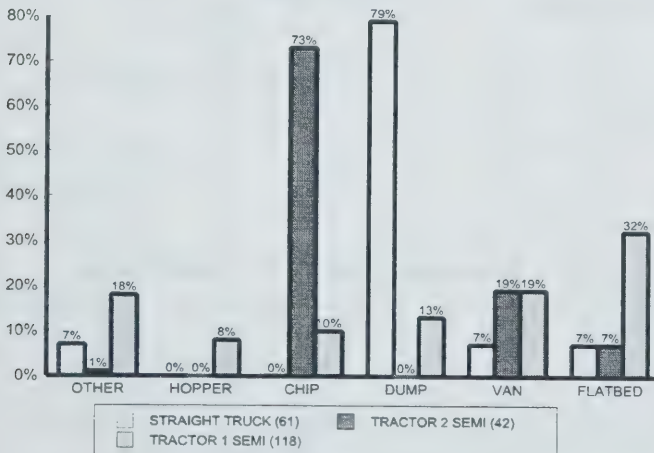
## LIFT AXLES



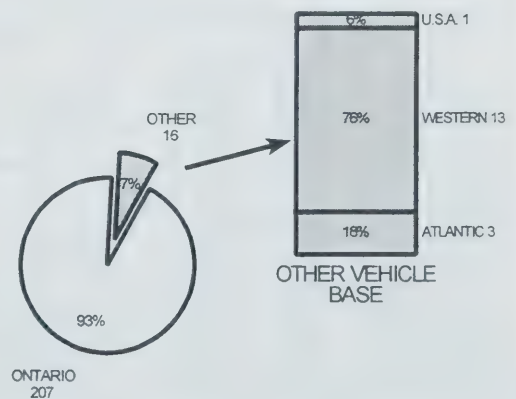
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

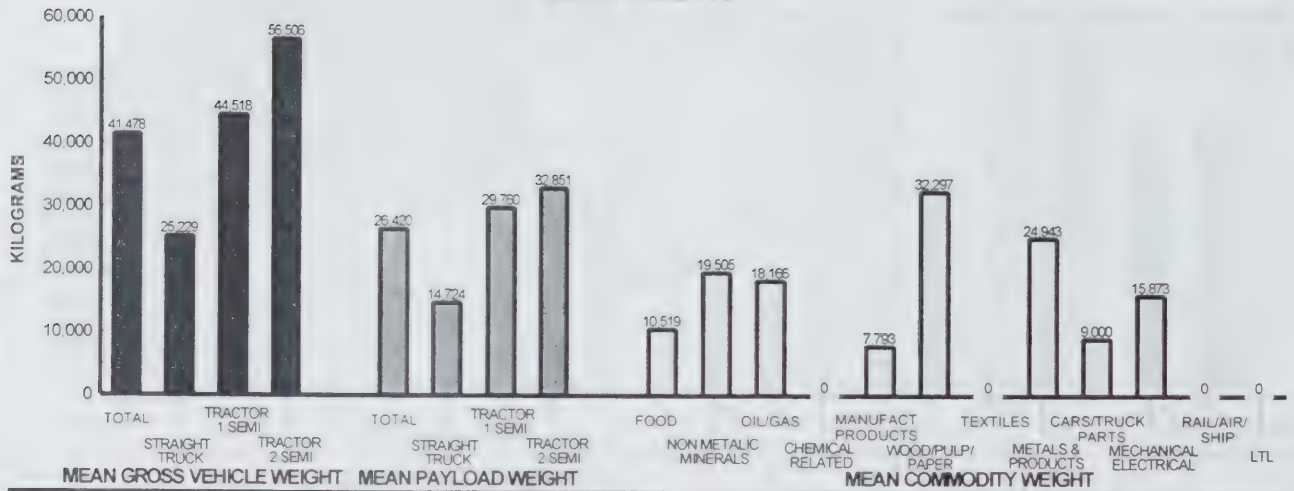


# THUNDER BAY SOUTH 611

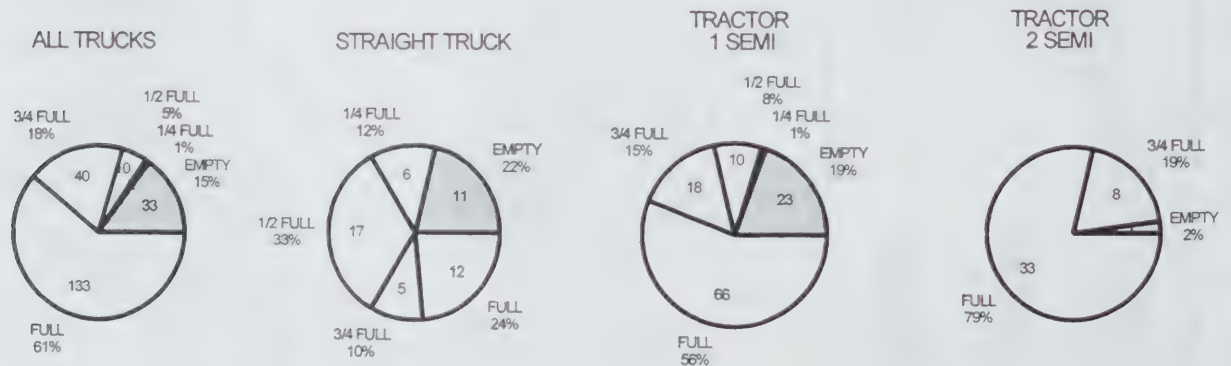
HWY. 11/17, STATION #: 154

DIRECTION: EAST BOUND

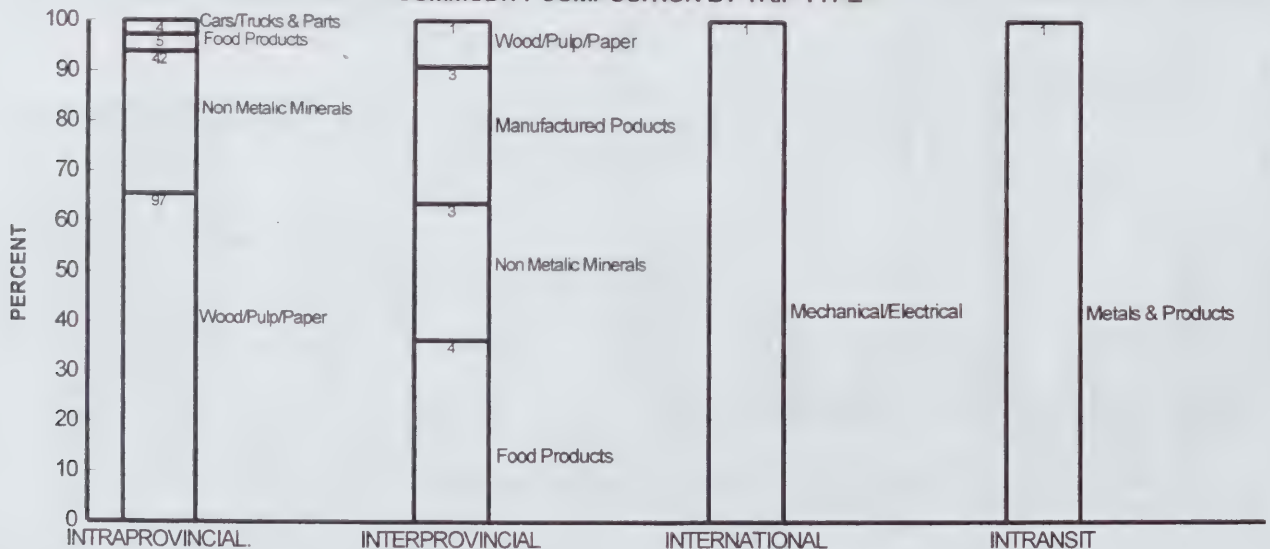
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE





# THUNDER BAY SOUTH 611

HWY. 11/17, STATION #: 155

DIRECTION: WEST BOUND

LOCATION: 2.6 KM WEST OF HWY 17/130 JUNCTION

## TRUCK VOLUMES BY HOUR

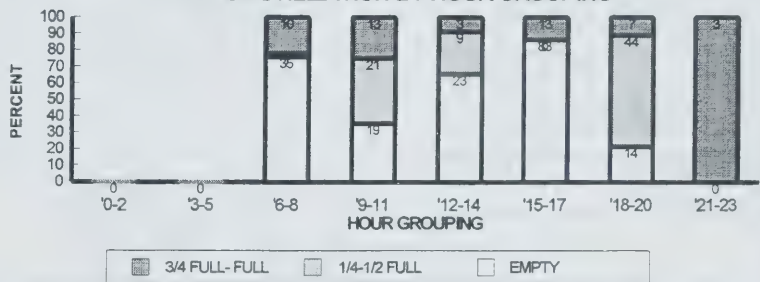


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	11	7	6	7	9	11	17	20	26	24	28	31	30	31	34	35	32	32	30	25	22	12	13	14	507
ALL VEHICLES	65	39	25	19	22	47	93	113	155	172	203	203	236	241	251	256	303	315	236	184	151	136	113	90	3668
% COMMERCIAL	16.9	17.9	24.0	36.8	40.9	23.4	18.3	17.7	16.8	14.0	13.8	15.3	12.7	12.9	13.5	13.7	10.6	10.2	12.7	13.6	14.6	8.8	11.5	15.6	13.8

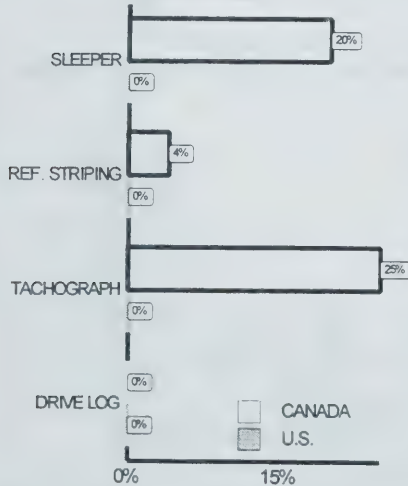
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
June 26	13	27	17.9%
June 27	11	20	13.6%
TOTALS	24	47	15.8%

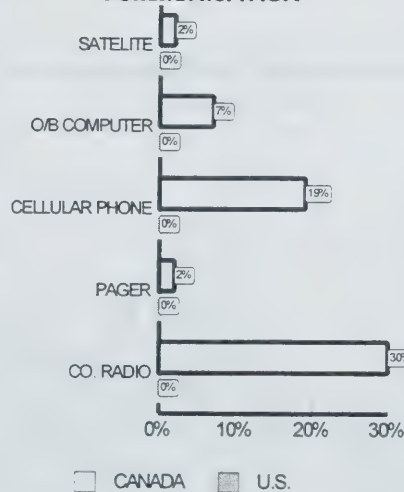
## LEVEL OF UTILIZATION BY HOUR GROUPING



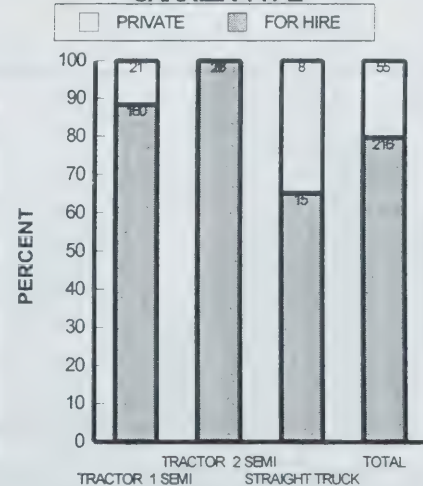
## FEATURES



## COMMUNICATION



## CARRIER TYPE



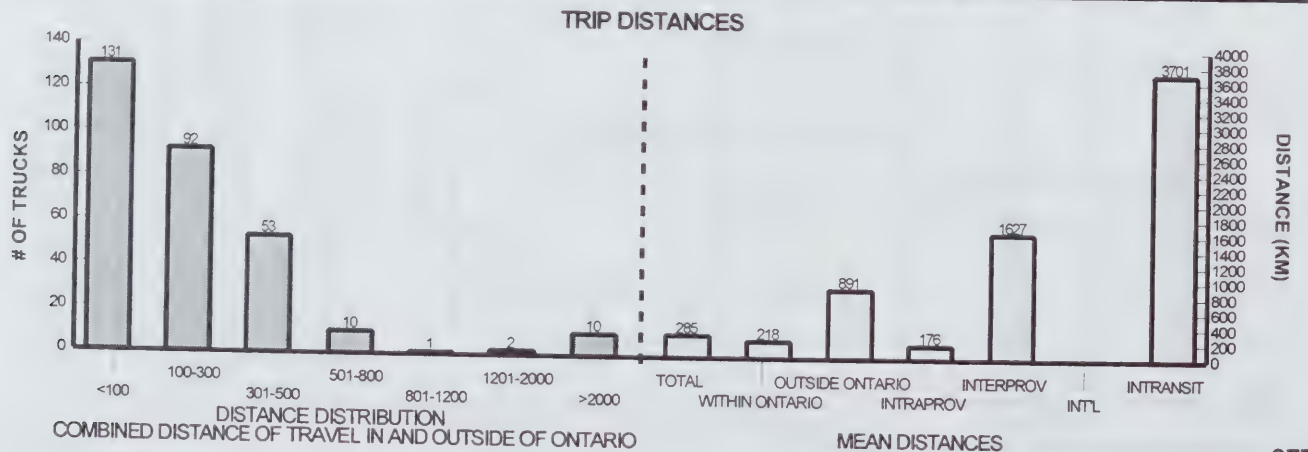
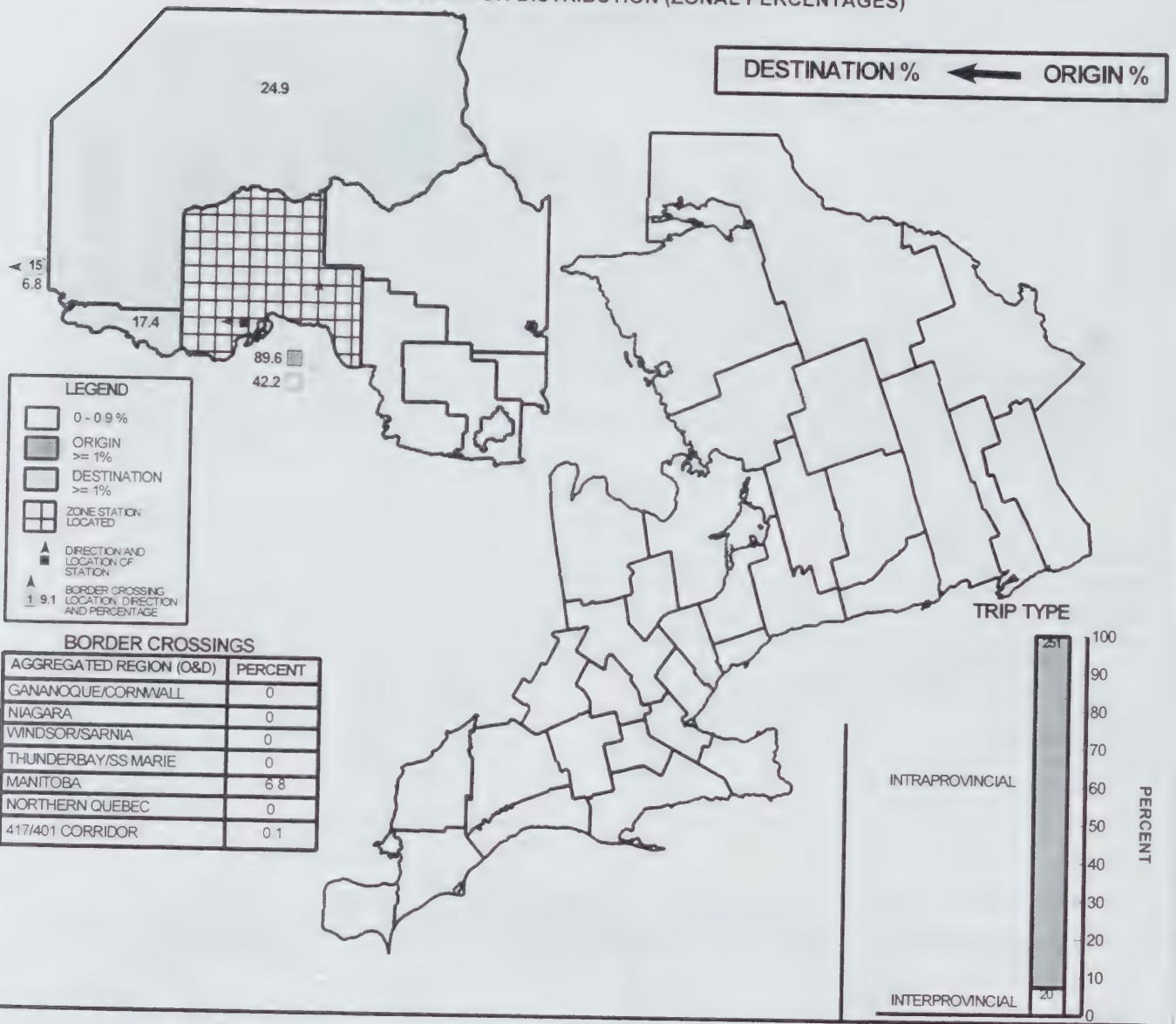
Values represent frequency or mean, unless identified as percent

# THUNDER BAY SOUTH 611

HWY. 11/17, STATION #: 155

DIRECTION: WEST BOUND

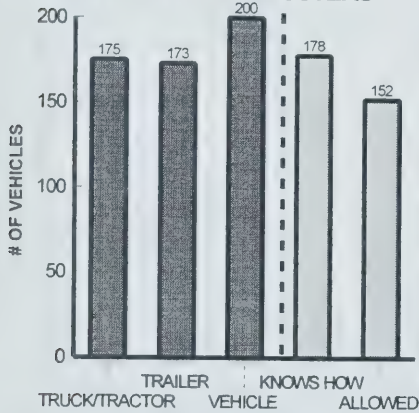
ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



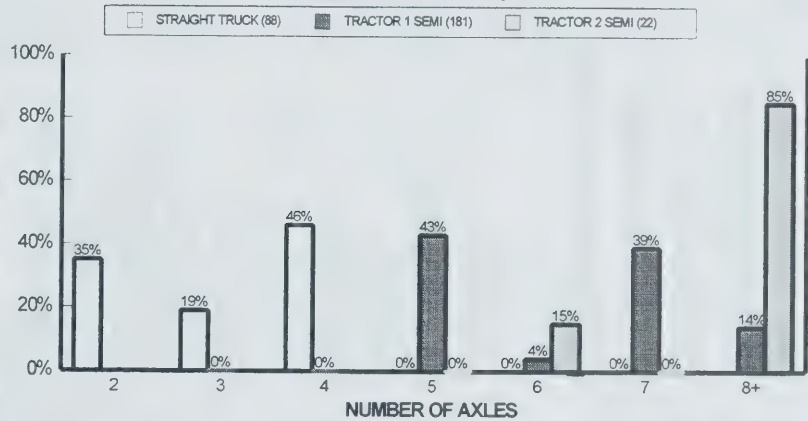
# THUNDER BAY SOUTH 611

HWY. 11/17, STATION #: 155  
DIRECTION: WEST BOUND

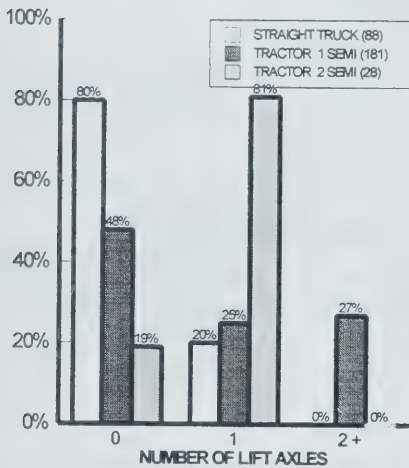
## MANUAL SLACK ADJUSTERS



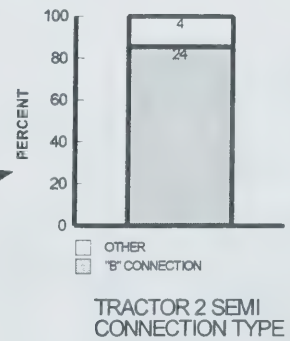
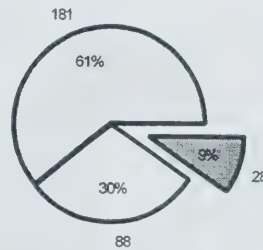
## NUMBER OF AXLES



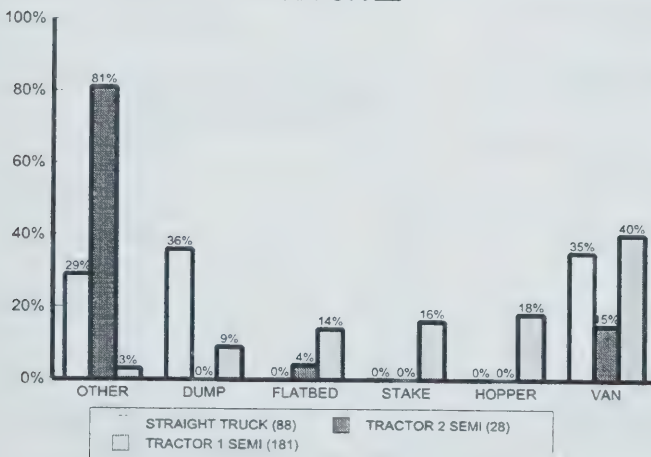
## LIFT AXLES



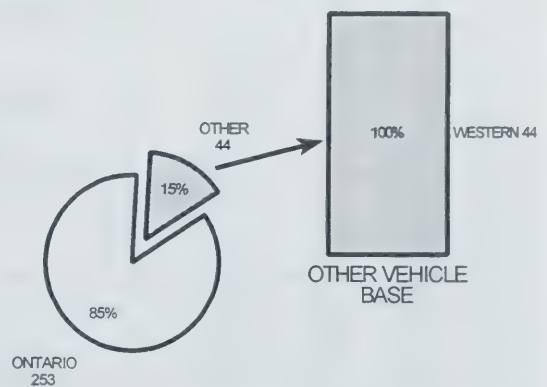
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

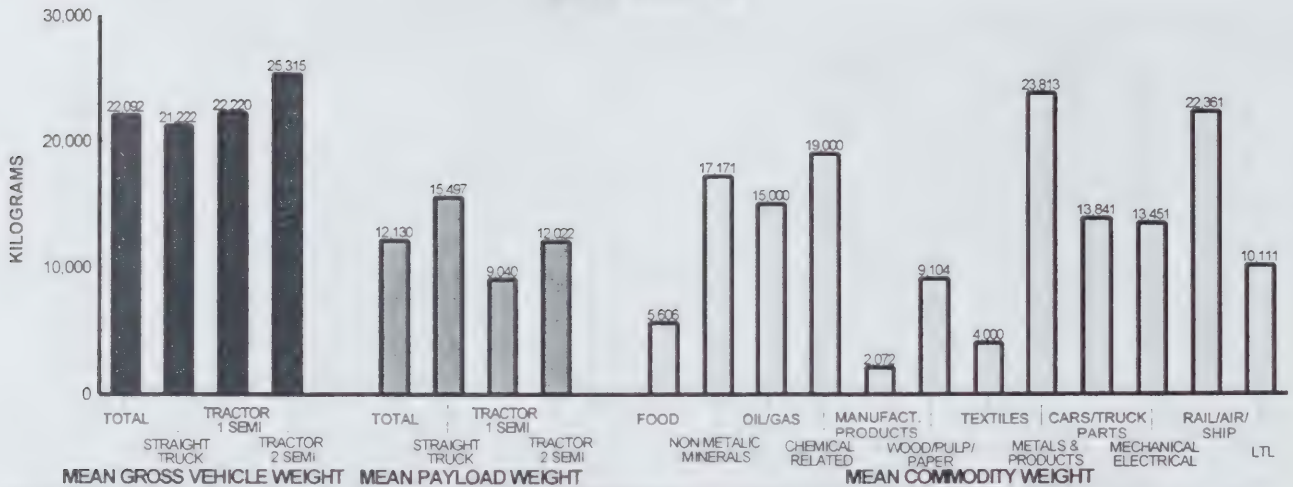




# THUNDER BAY SOUTH 611

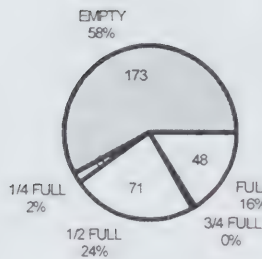
HWY. 11/17, STATION #: 155  
DIRECTION: WEST BOUND

## MEAN WEIGHTS

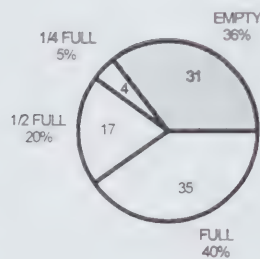


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

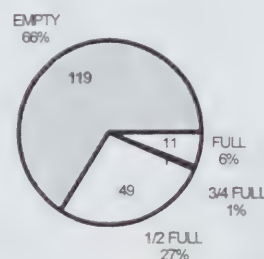
### ALL TRUCKS



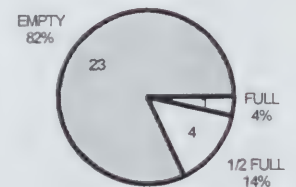
### STRAIGHT TRUCK



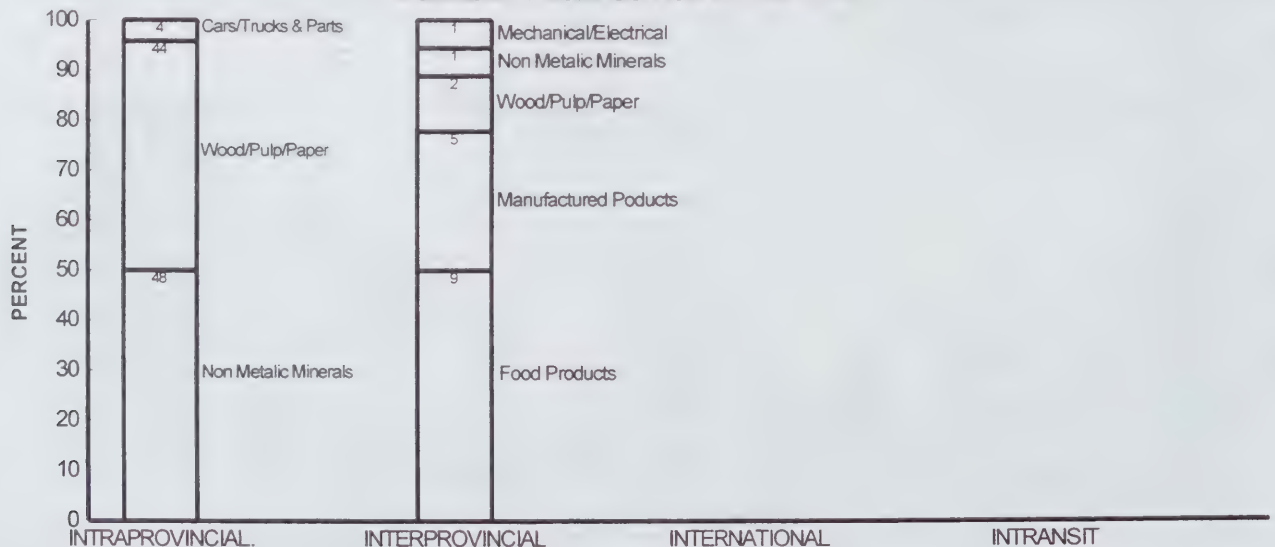
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE



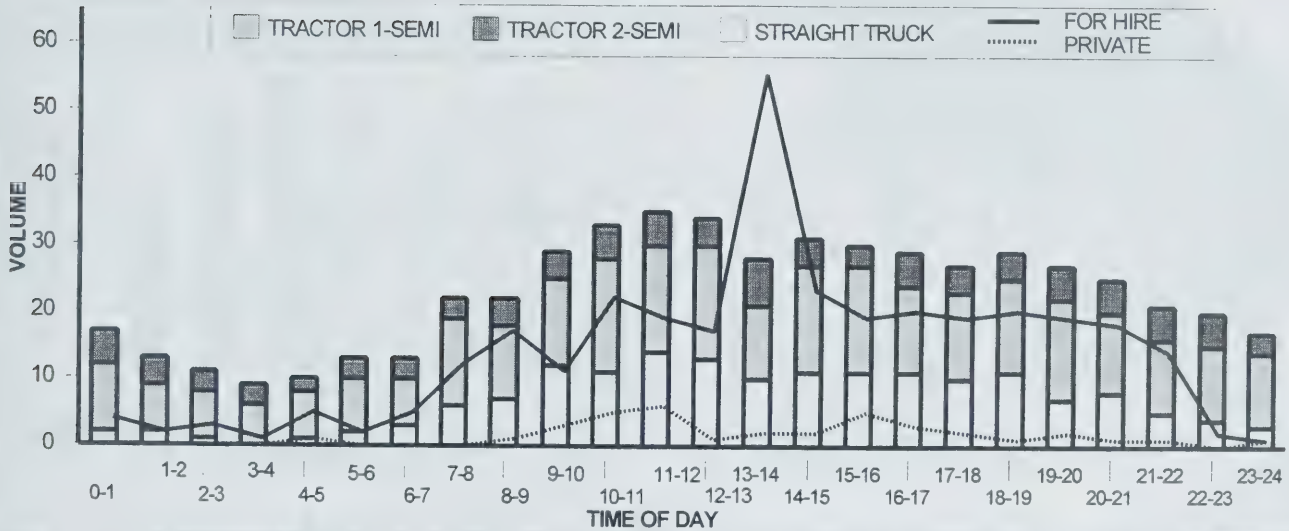
# RED ROCK 613

HWY. 11, STATION #: 145

DIRECTION: EAST BOUND

LOCATION: .8 KM EAST OF HWY 17/628 JUNCTION

## TRUCK VOLUMES BY HOUR

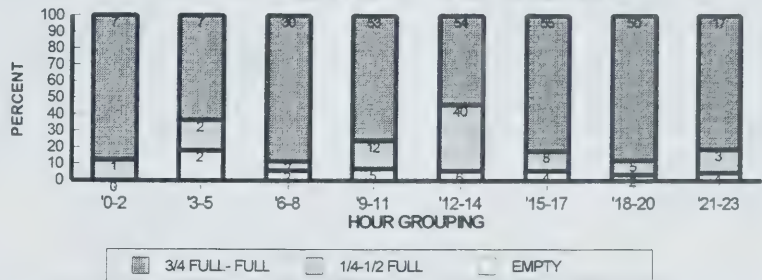


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	17	13	11	9	10	13	13	22	22	29	33	35	34	28	31	30	29	27	29	27	25	21	20	17	545
ALL VEHICLES	39	28	23	17	18	37	62	87	102	138	144	152	145	131	155	153	158	163	147	129	105	88	73	52	2346
% COMMERCIAL	43.6	46.4	47.8	52.9	55.6	35.1	21.0	25.3	21.6	21.0	22.9	23.0	23.4	21.4	20.0	19.6	18.4	16.6	19.7	20.9	23.8	23.9	27.4	32.7	23.2

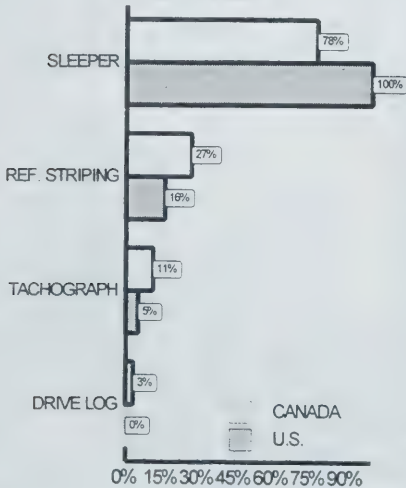
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
June 28	4	7	15.6%
June 29	4	6	85.7%
TOTALS	8	13	27.7%

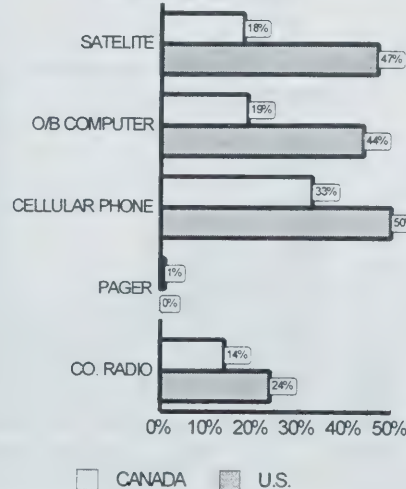
## LEVEL OF UTILIZATION BY HOUR GROUPING



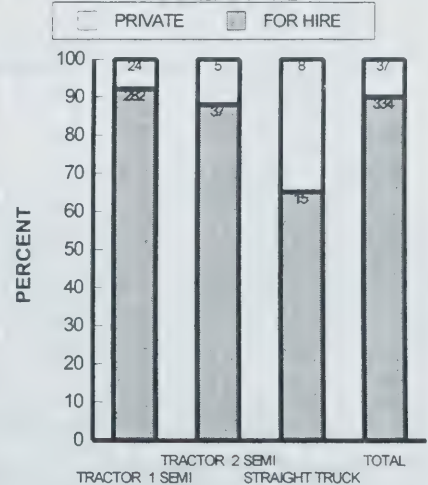
## FEATURES



## COMMUNICATION



## CARRIER TYPE

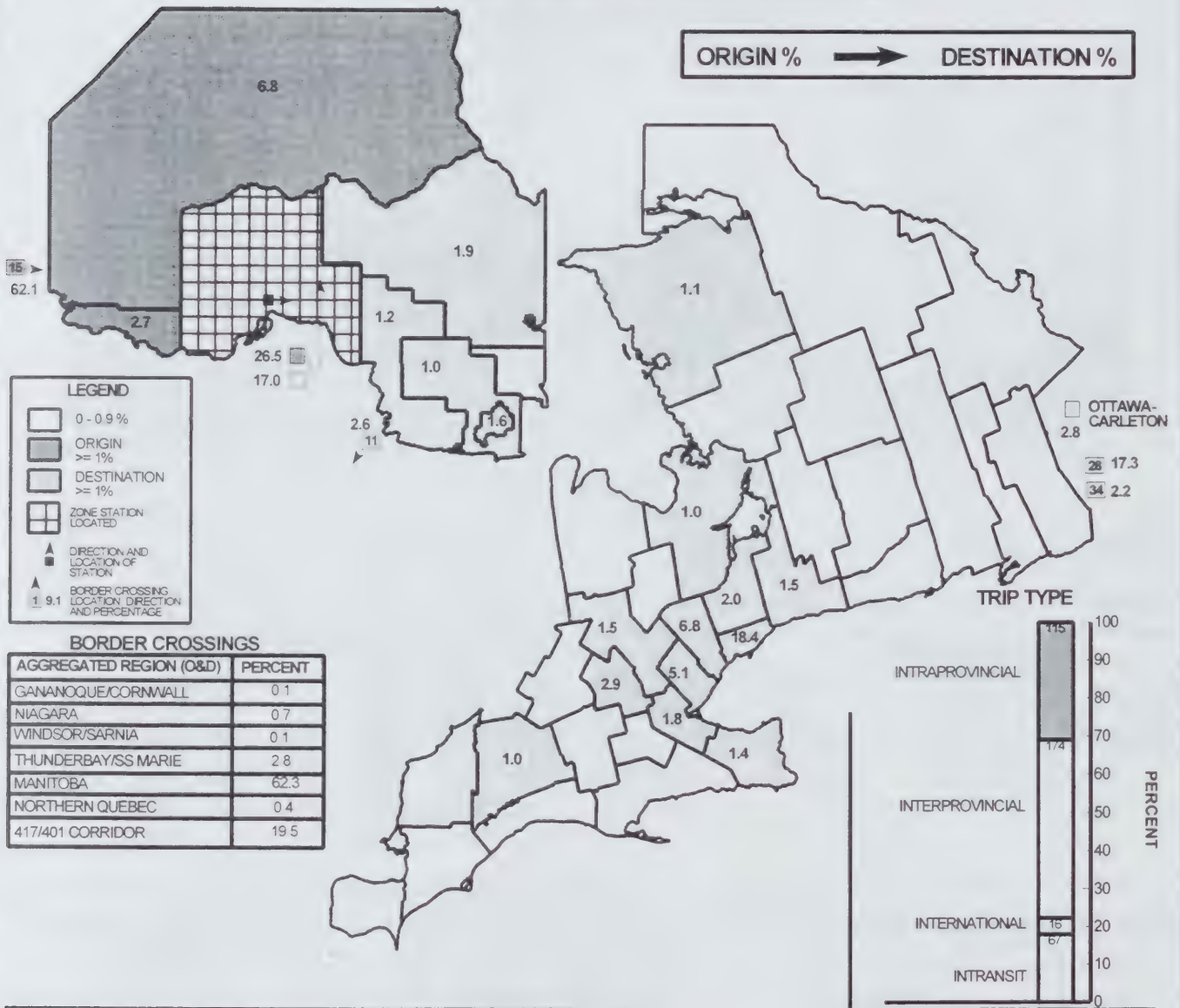


Values represent frequency or mean, unless identified as percent

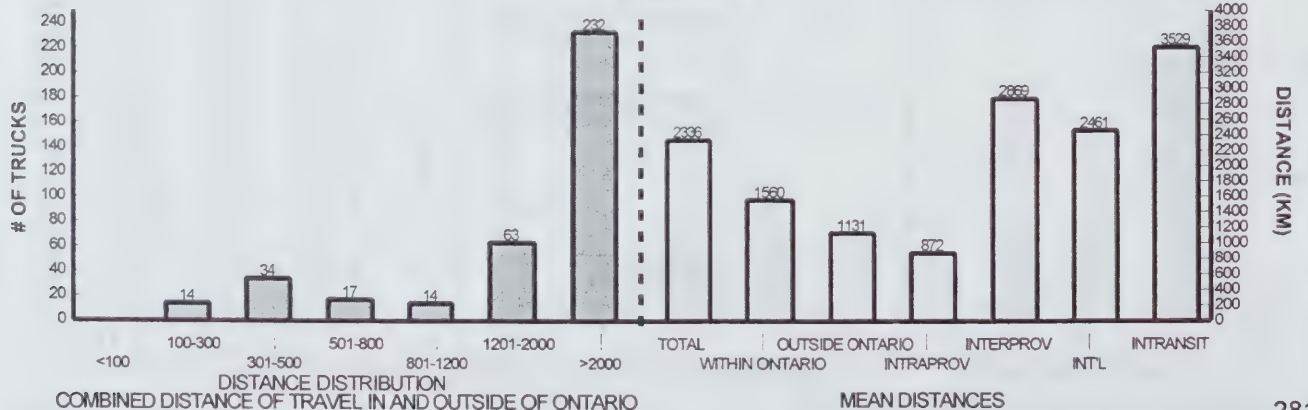
# RED ROCK 613

HWY. 11, STATION #: 145  
DIRECTION: EAST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES





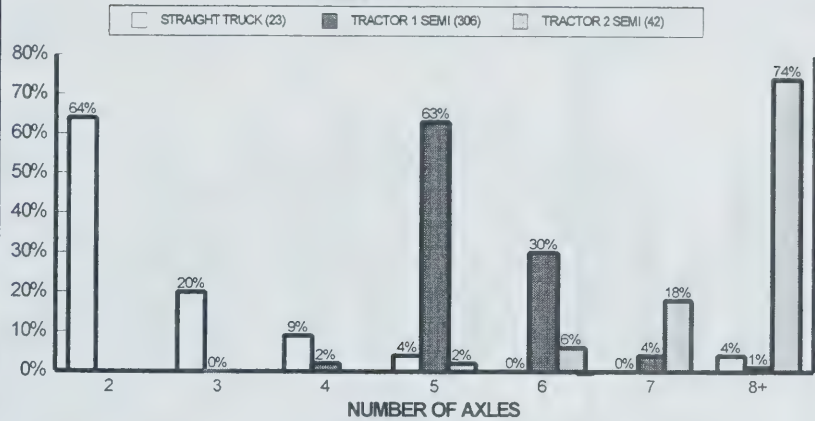
# RED ROCK 613

HWY. 11, STATION #: 145  
DIRECTION: EAST BOUND

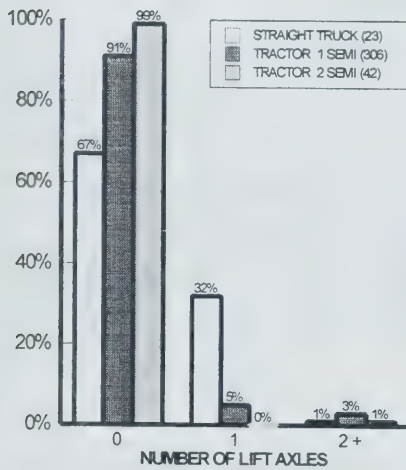
## MANUAL SLACK ADJUSTERS



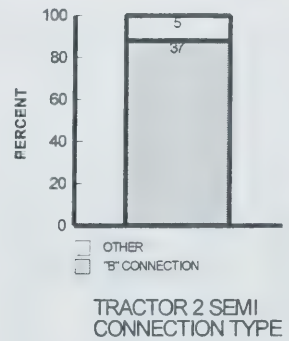
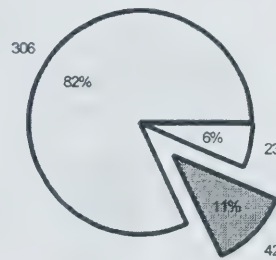
## NUMBER OF AXLES



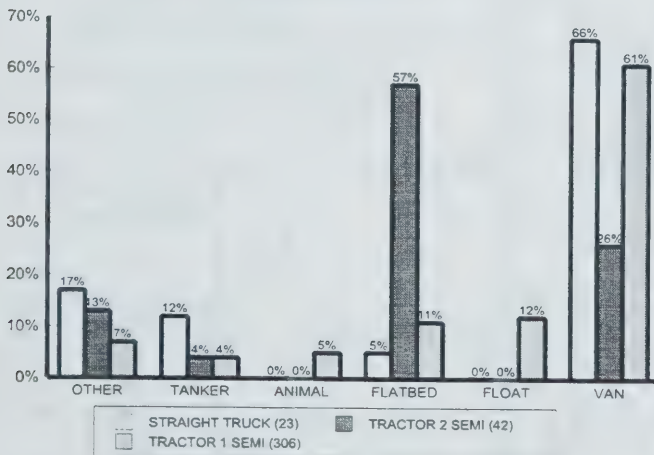
## LIFT AXLES



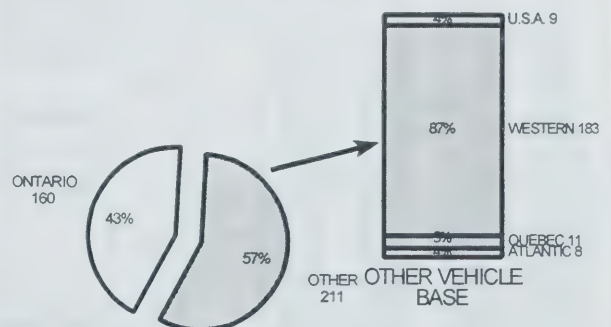
## VEHICLE CONFIGURATION



## BODY STYLE



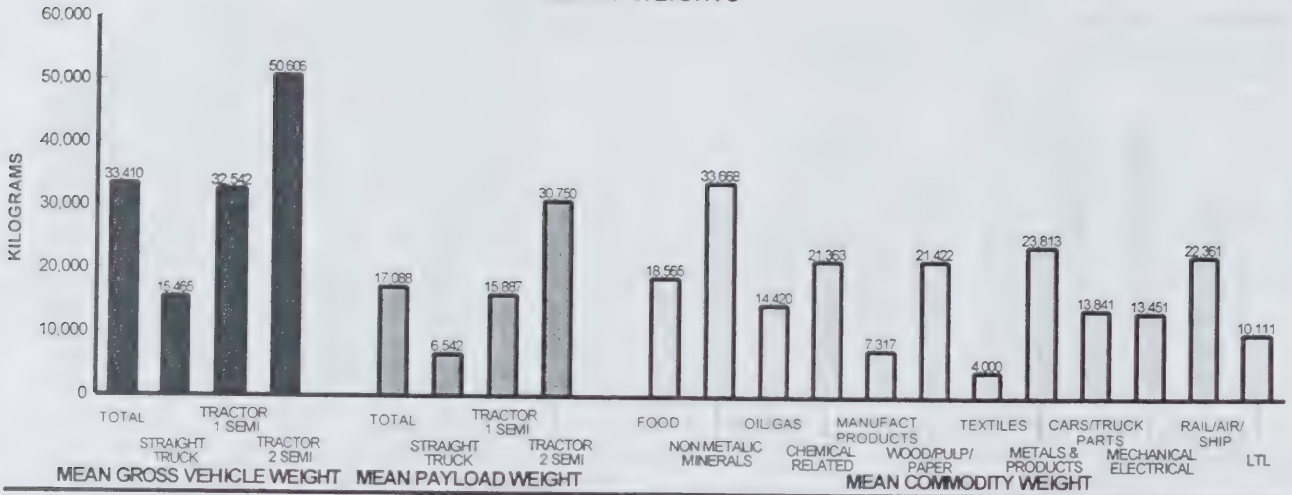
## VEHICLE BASE



# RED ROCK 613

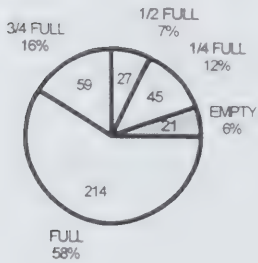
HWY. 11, STATION #: 145  
DIRECTION: EAST BOUND

## MEAN WEIGHTS

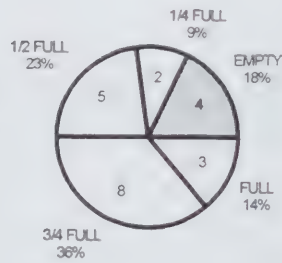


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

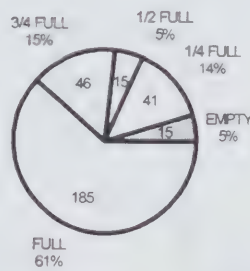
### ALL TRUCKS



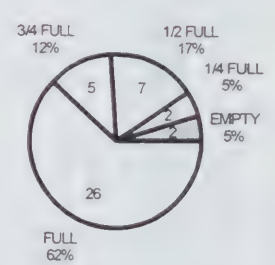
### STRAIGHT TRUCK



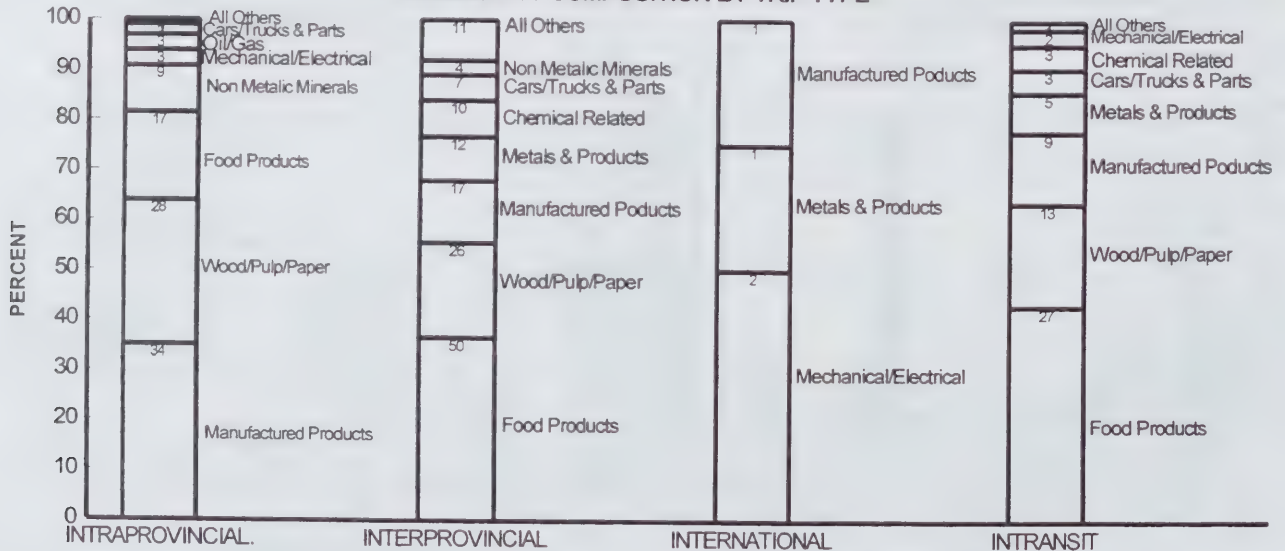
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE



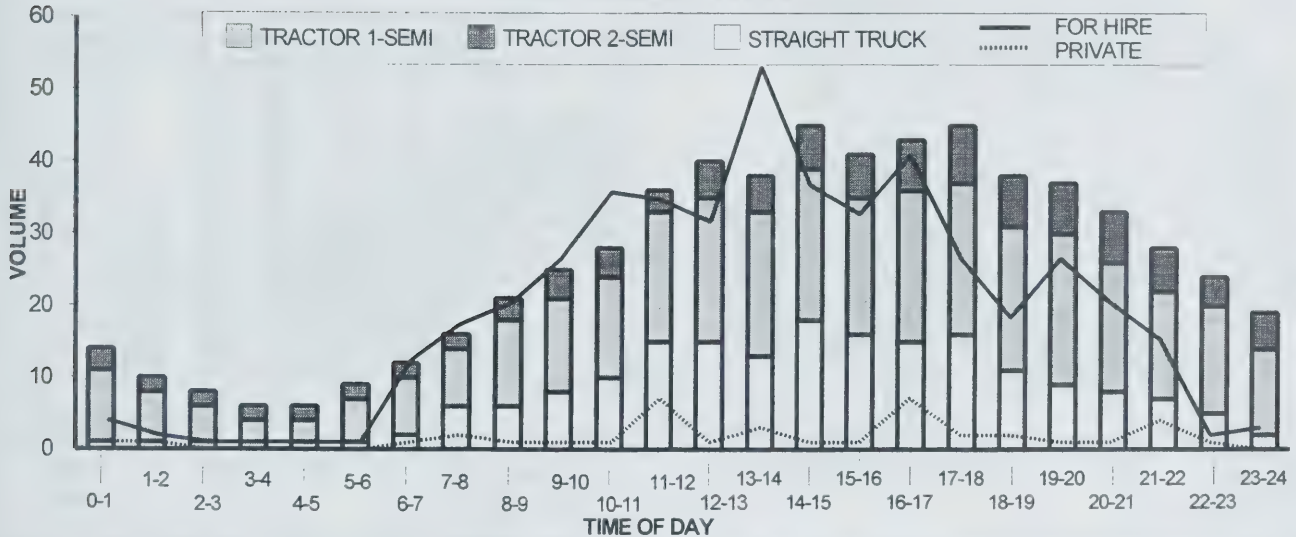
# RED ROCK 613

HWY. 11, STATION #: 146

DIRECTION: WEST BOUND

LOCATION: 8 KM EAST OF HWY 17/628 JUNCTION

## TRUCK VOLUMES BY HOUR

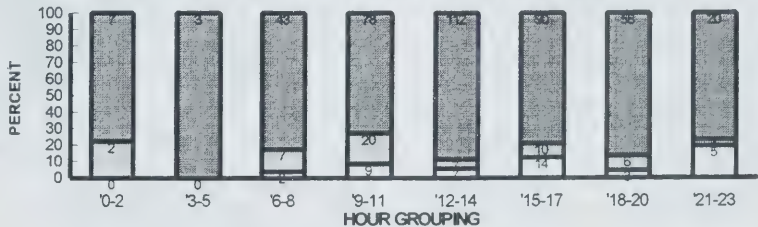


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	14	10	8	6	6	9	12	16	21	25	28	36	40	38	45	41	43	45	38	37	33	28	24	19	622
ALL VEHICLES	34	24	16	13	13	19	36	59	90	114	143	157	171	177	197	194	205	201	166	147	116	94	67	52	2505
% COMMERCIAL	41.2	41.7	50.0	46.2	46.2	47.2	33.3	27.1	23.3	21.9	19.6	22.9	23.4	21.5	22.8	21.1	21.0	22.4	22.9	25.2	28.4	29.8	35.8	36.5	24.8

## SURVEYING SUMMARY

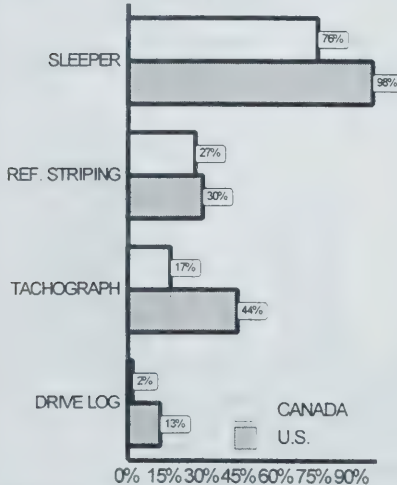
	# HOURS	# SURVEYS	% SAMPLED
June 28	16	67	79.8%
June 29	8	29	34.9%
June 30	8	39	102.6%
TOTALS	32	135	65.8%

## LEVEL OF UTILIZATION BY HOUR GROUPING

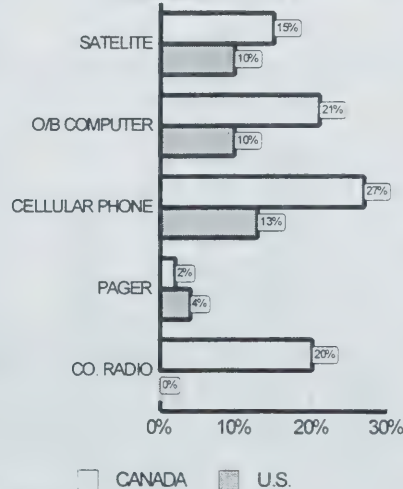


3/4 FULL - FULL 1/4-1/2 FULL EMPTY

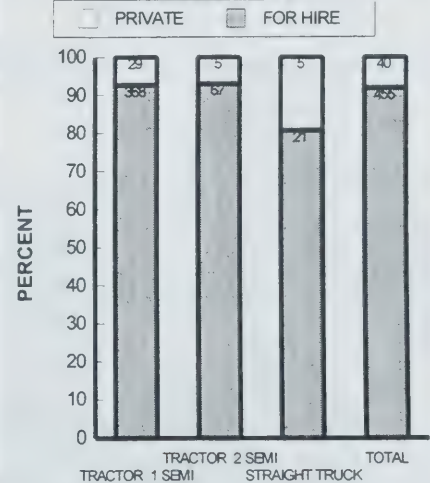
## FEATURES



## COMMUNICATION



## CARRIER TYPE



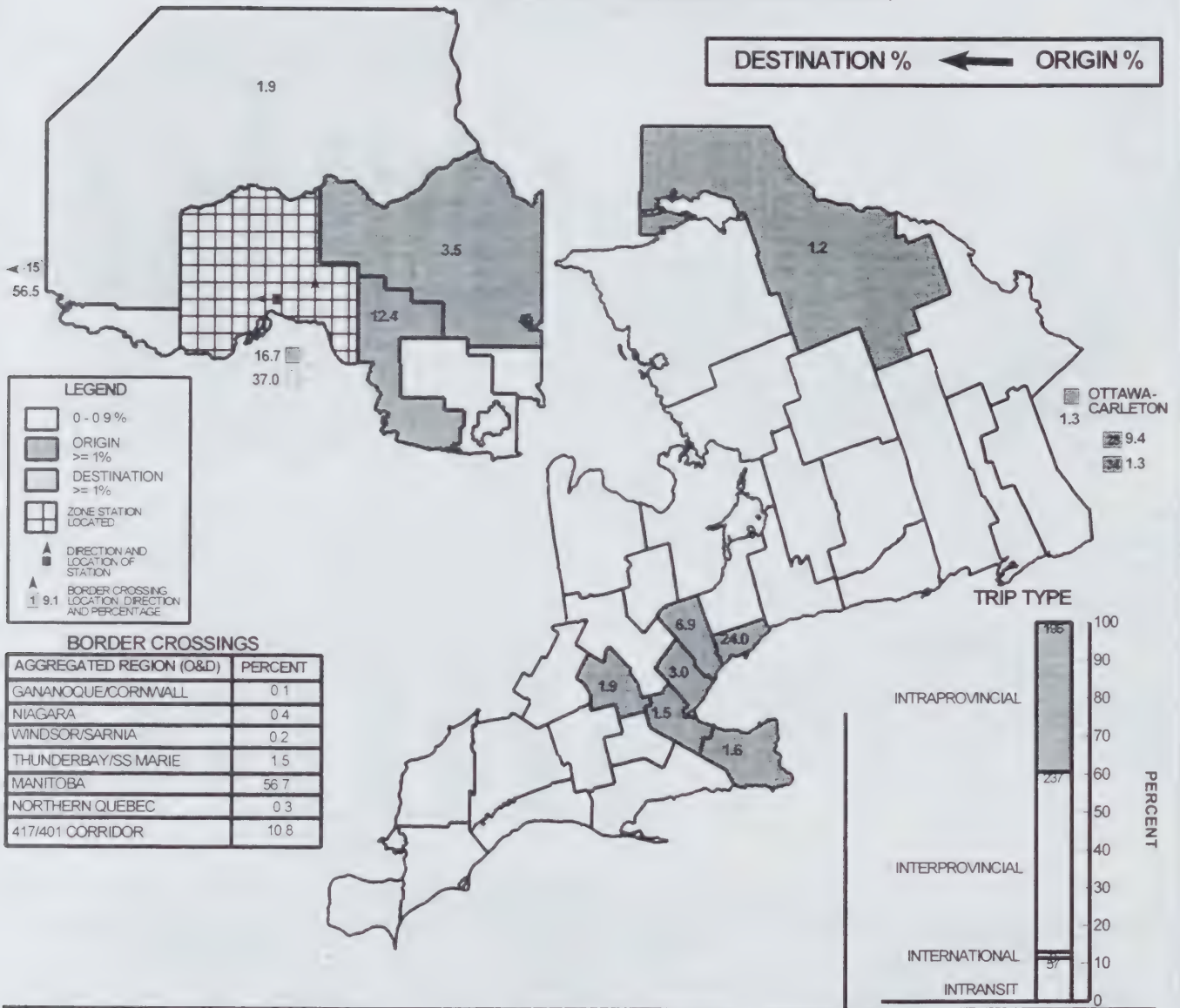
Values represent frequency or mean, unless identified as percent



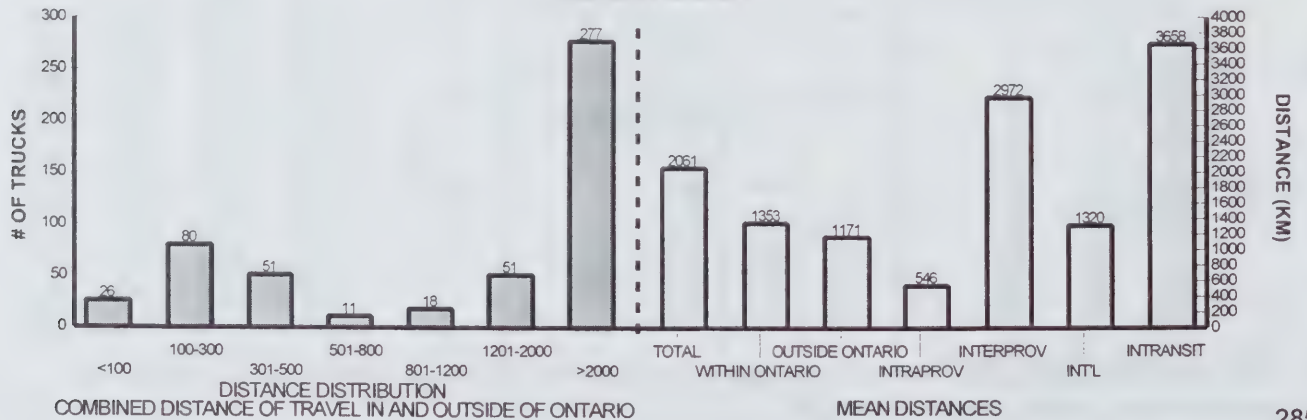
# RED ROCK 613

HWY. 11, STATION #: 146  
DIRECTION: WEST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



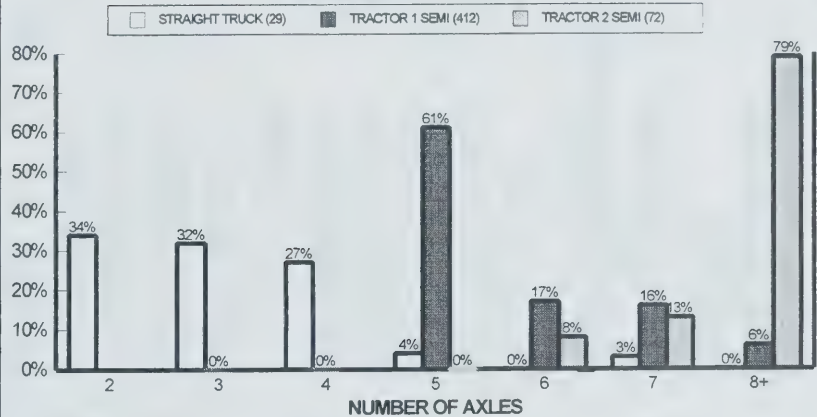
# RED ROCK 613

HWY. 11, STATION #: 146  
DIRECTION: WEST BOUND

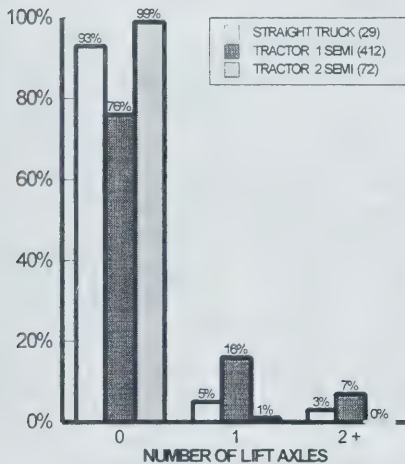
## MANUAL SLACK ADJUSTERS



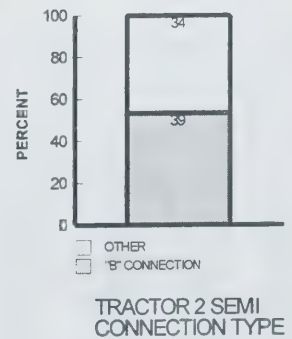
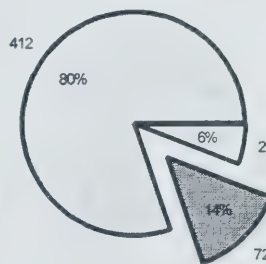
## NUMBER OF AXLES



## LIFT AXLES

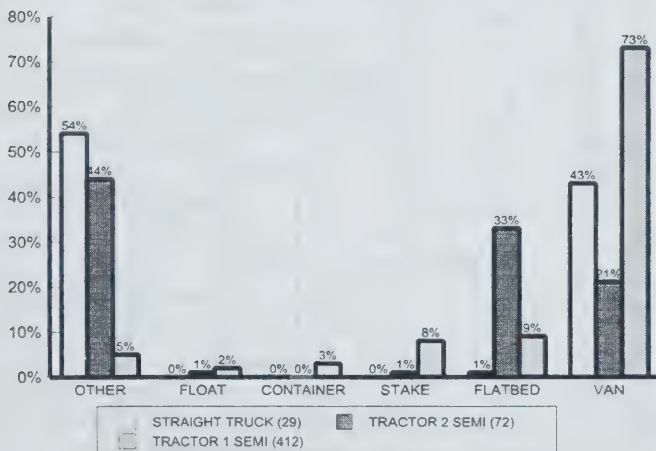


## VEHICLE CONFIGURATION

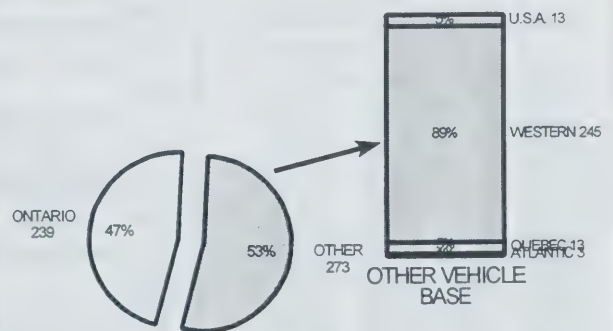


TRACTOR 2 SEMI  
CONNECTION TYPE

## BODY STYLE



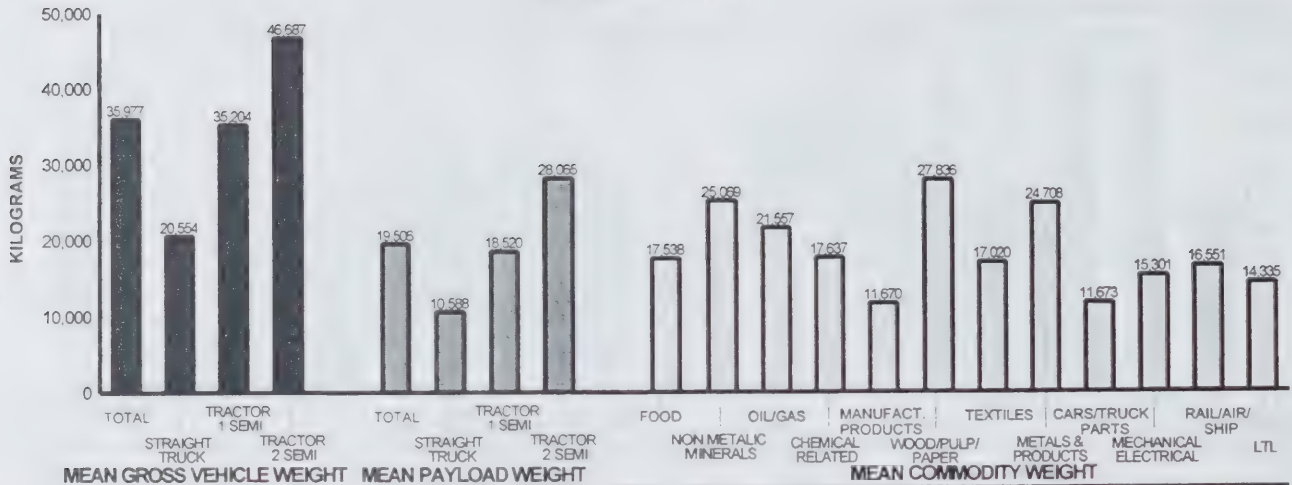
## VEHICLE BASE



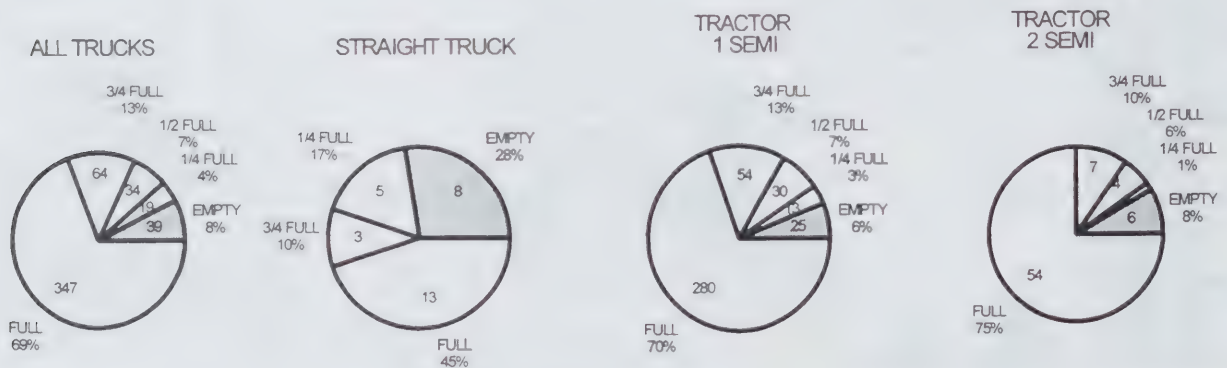
# RED ROCK 613

HWY. 11, STATION #: 146  
DIRECTION: WEST BOUND

## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

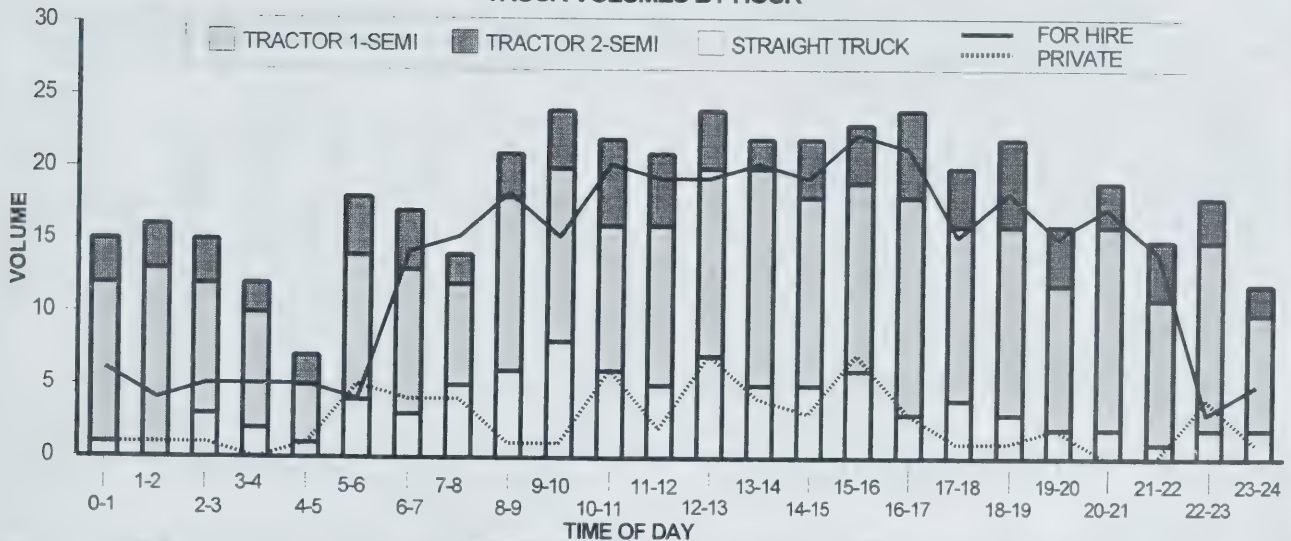


## COMMODITY COMPOSITION BY TRIP TYPE





# **DRYDEN 621** HWY. 17, STATION #: 113 DIRECTION: EAST BOUND LOCATION: 1.6 KM EAST OF DRYDEN **TRUCK VOLUMES BY HOUR**

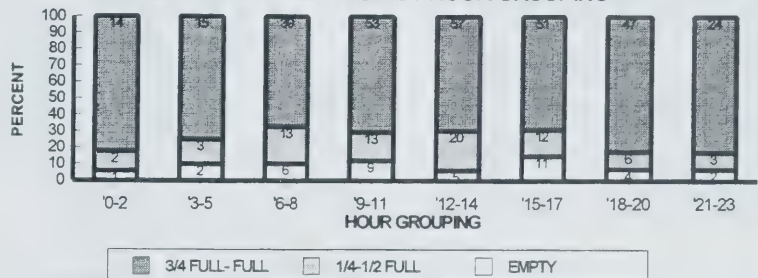


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	15	16	15	12	7	18	17	14	21	24	22	21	24	22	22	23	24	20	22	16	19	15	18	12	439
ALL VEHICLES	46	49	36	25	26	70	71	130	154	170	200	224	231	244	251	266	303	259	208	154	150	117	105	66	3555
% COMMERCIAL	32.6	32.7	41.7	48.0	26.9	25.7	23.9	10.8	13.6	14.1	11.0	9.4	10.4	9.0	8.8	8.6	7.9	7.7	10.6	10.4	12.7	12.8	17.1	18.2	12.3

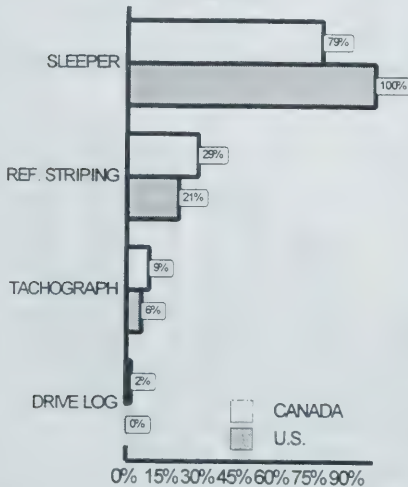
## **SURVEYING SUMMARY**

	# HOURS	# SURVEYS	% SAMPLED
July 4	15	39	121.9%
July 5	20	60	107.1%
July 6	20	58	118.4%
July 7	24	68	101.5%
July 8	17	47	134.3%
TOTALS	96	272	113.8%

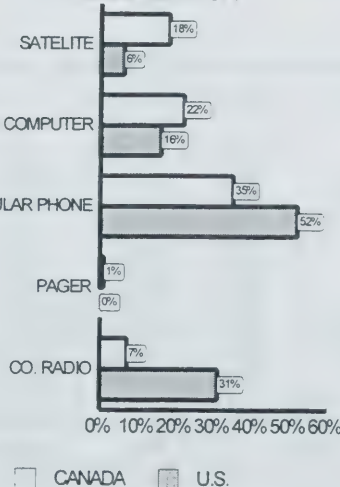
## **LEVEL OF UTILIZATION BY HOUR GROUPING**



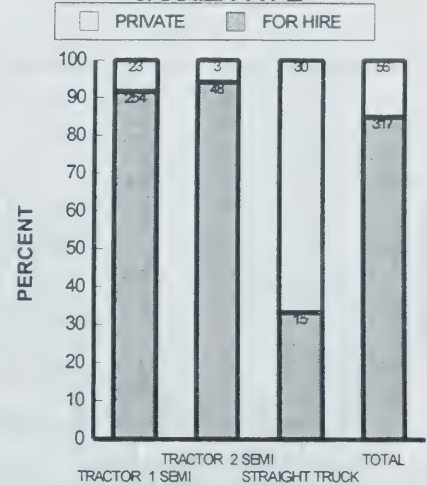
## **FEATURES**



## **COMMUNICATION**



## **CARRIER TYPE**

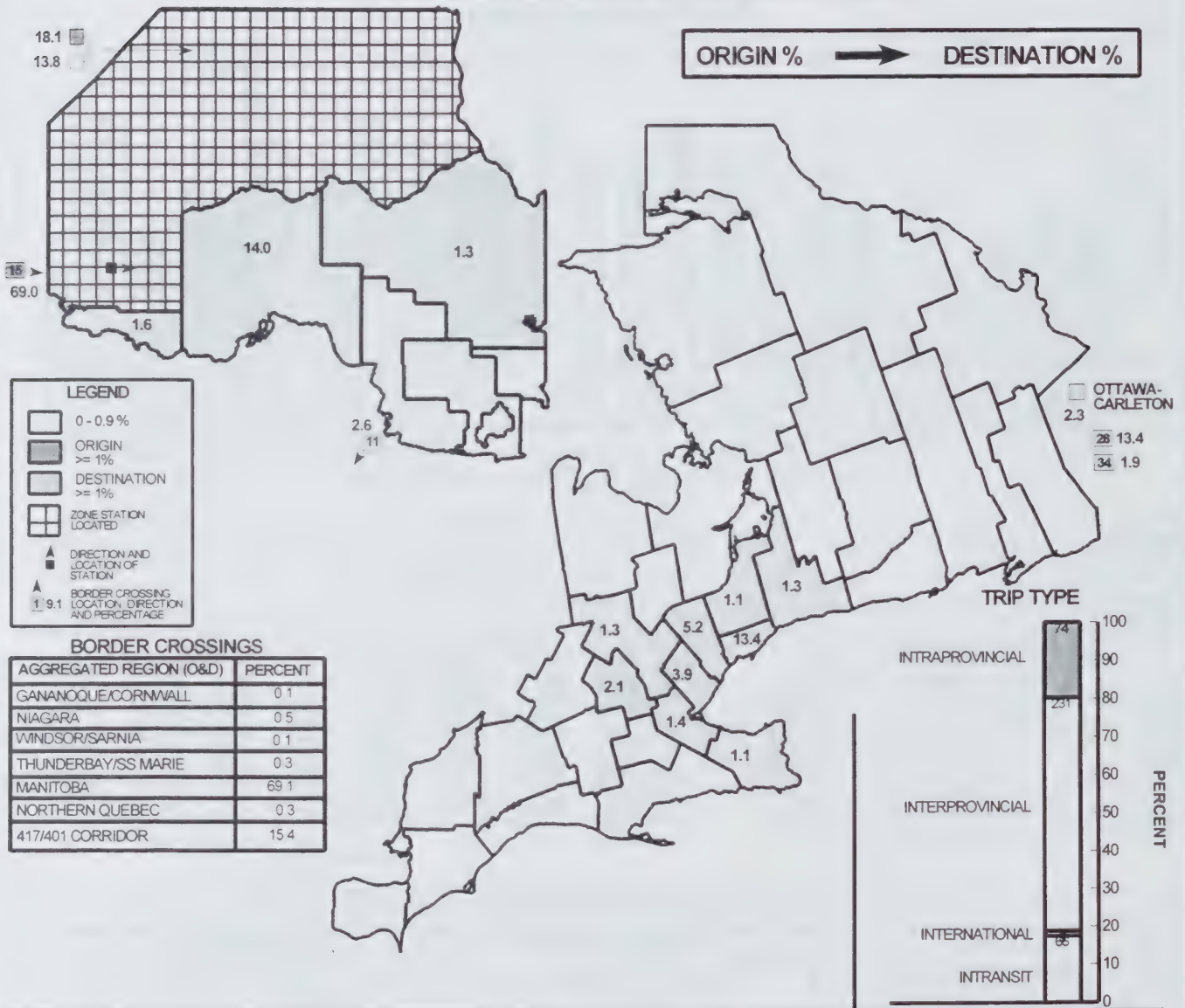


Values represent frequency or mean, unless identified as percent

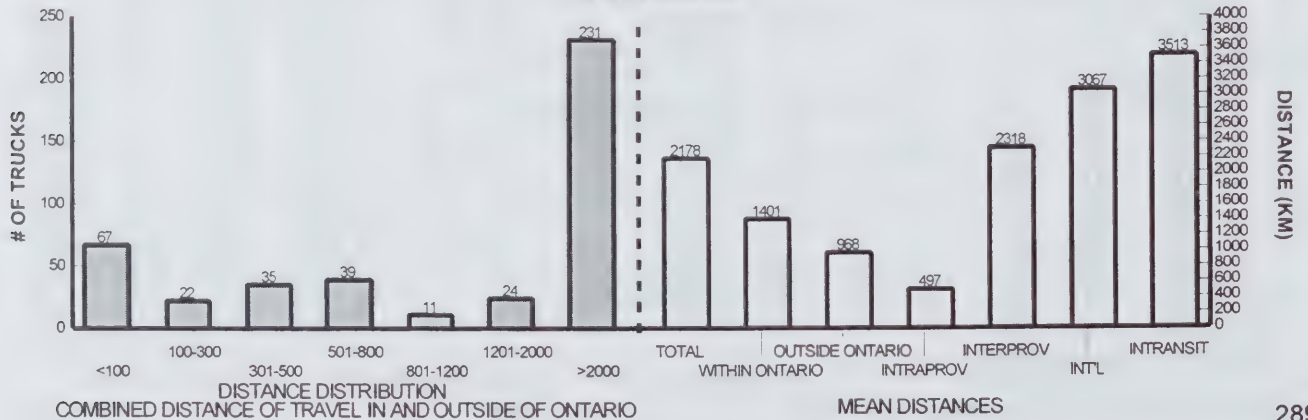
# DRYDEN 621

HWY. 17, STATION #: 113  
DIRECTION: EAST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



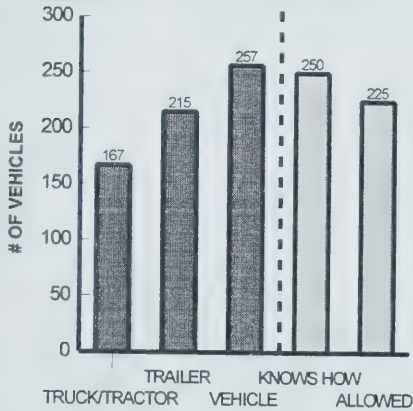
## TRIP DISTANCES



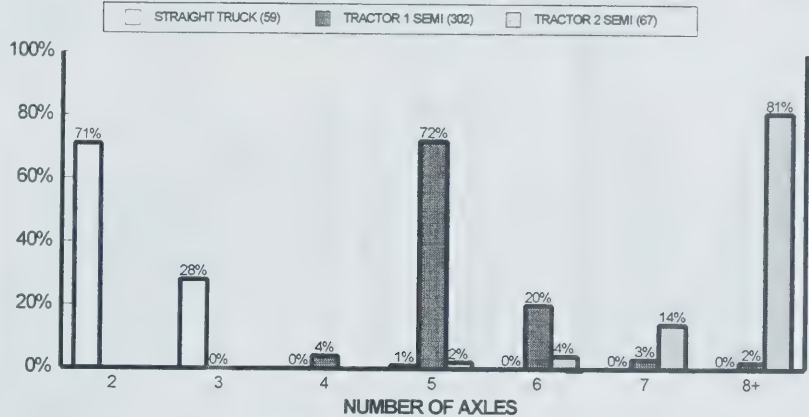
# DRYDEN 621

HWY. 17, STATION #: 113  
DIRECTION: EAST BOUND

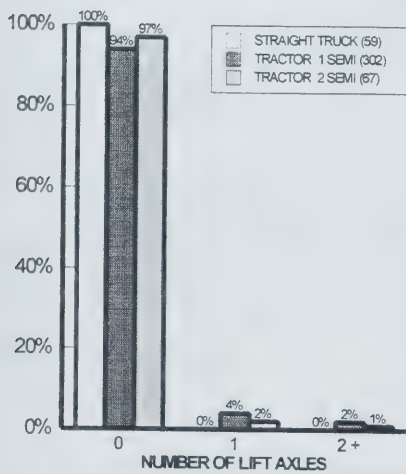
## MANUAL SLACK ADJUSTERS



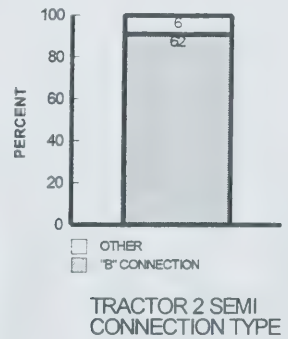
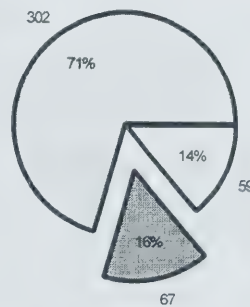
## NUMBER OF AXLES



## LIFT AXLES



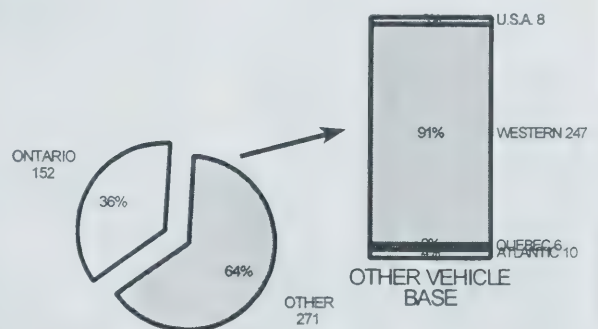
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE



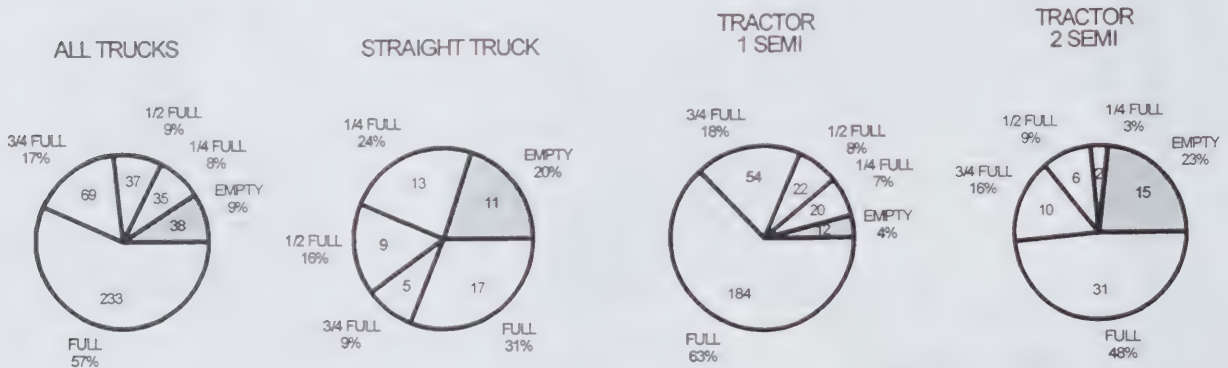


# **DRYDEN 621** HWY. 17, STATION #: 113 DIRECTION: EAST BOUND

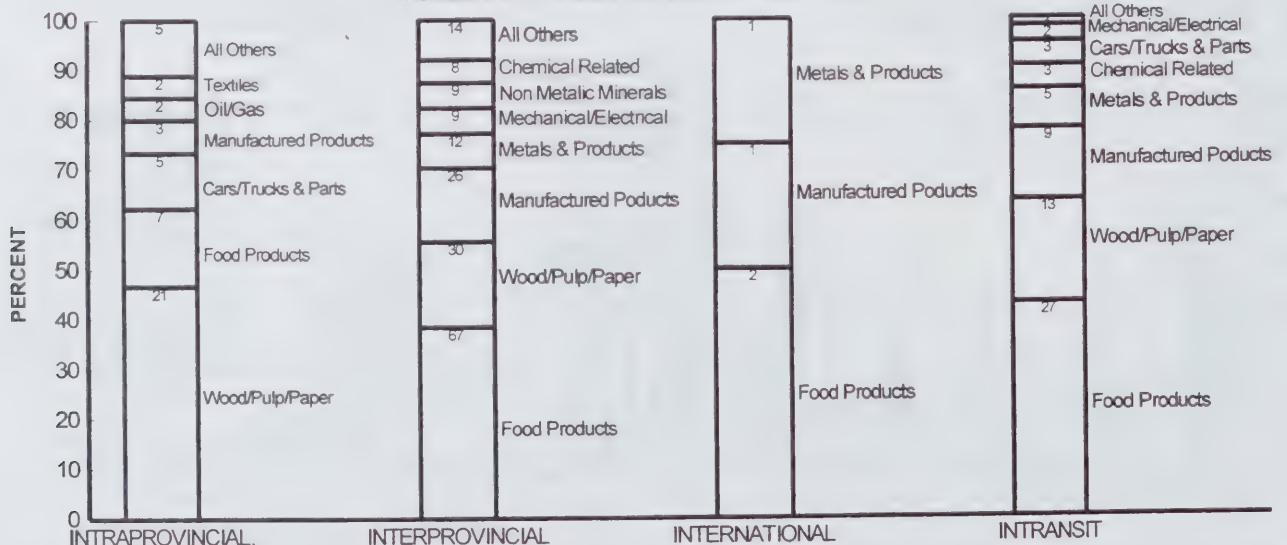
## **MEAN WEIGHTS**



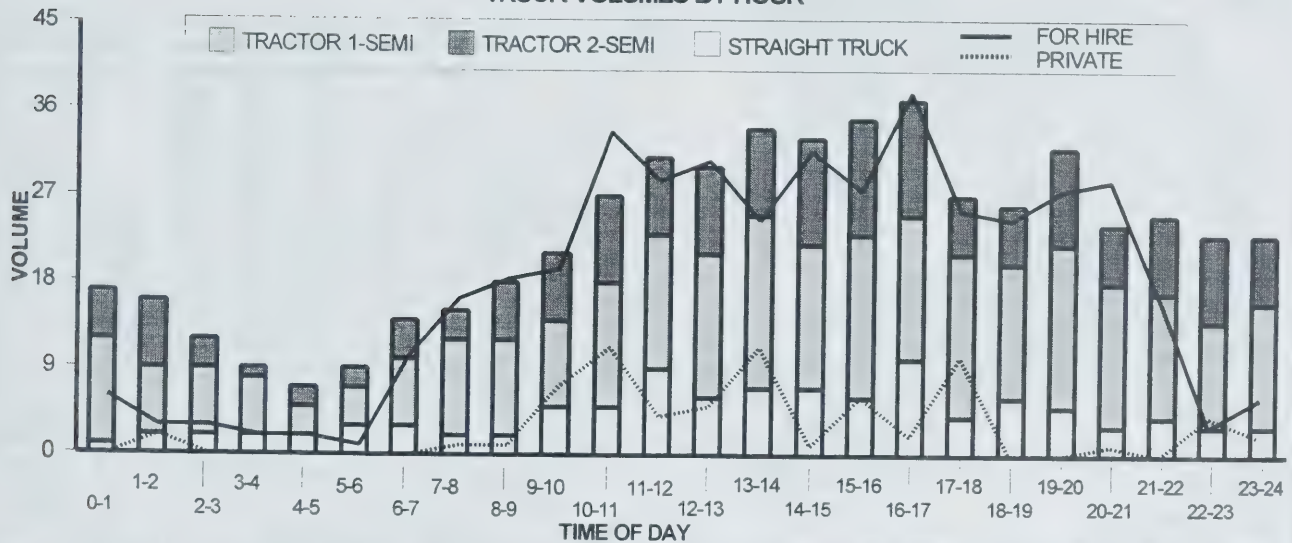
## **LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION**



## **COMMODITY COMPOSITION BY TRIP TYPE**



# **DRYDEN 621** HWY. 17, STATION #: 114 DIRECTION: WEST BOUND LOCATION: 1.6 KM EAST OF DRYDEN **TRUCK VOLUMES BY HOUR**

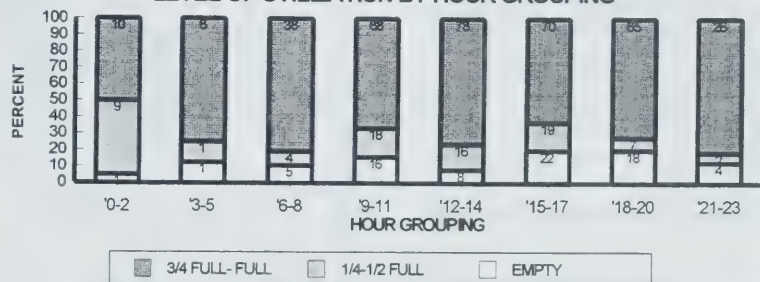


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	17	16	12	9	7	9	14	15	18	21	27	29	30	34	33	35	37	27	25	32	24	25	23	23	542
ALL VEHICLES	42	34	23	18	25	54	81	161	200	200	240	260	261	243	221	228	223	207	192	180	151	146	95	66	3551
% COMMERCIAL	40.5	47.1	52.2	50.0	28.0	16.7	17.3	9.3	9.0	10.9	11.3	11.2	11.5	14.0	14.9	15.4	16.6	13.0	13.0	17.8	15.9	17.1	24.2	34.8	15.3

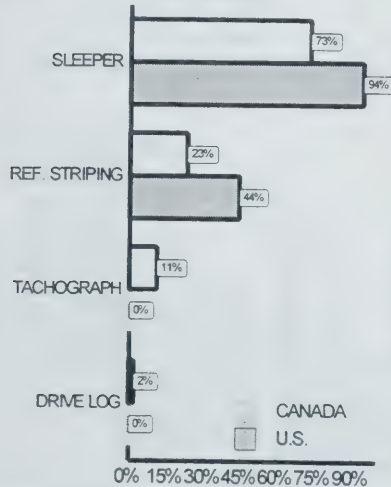
## **SURVEYING SUMMARY**

	# HOURS	# SURVEYS	% SAMPLED
July 4	17	39	88.6%
July 5	17	29	52.7%
July 6	19	52	73.2%
July 7	22	63	96.9%
July 8	18	33	157.1%
TOTALS	93	216	84.4%

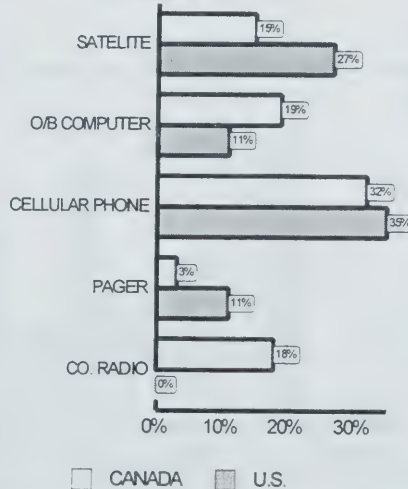
## **LEVEL OF UTILIZATION BY HOUR GROUPING**



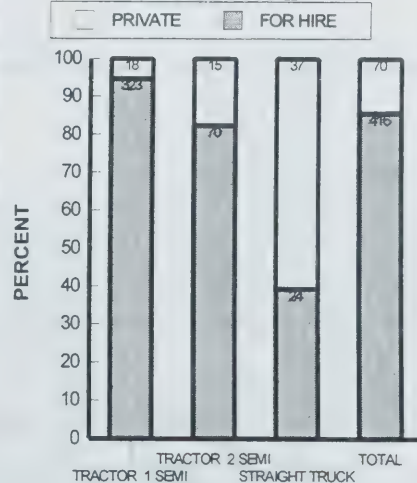
## **FEATURES**



## **COMMUNICATION**



## **CARRIER TYPE**



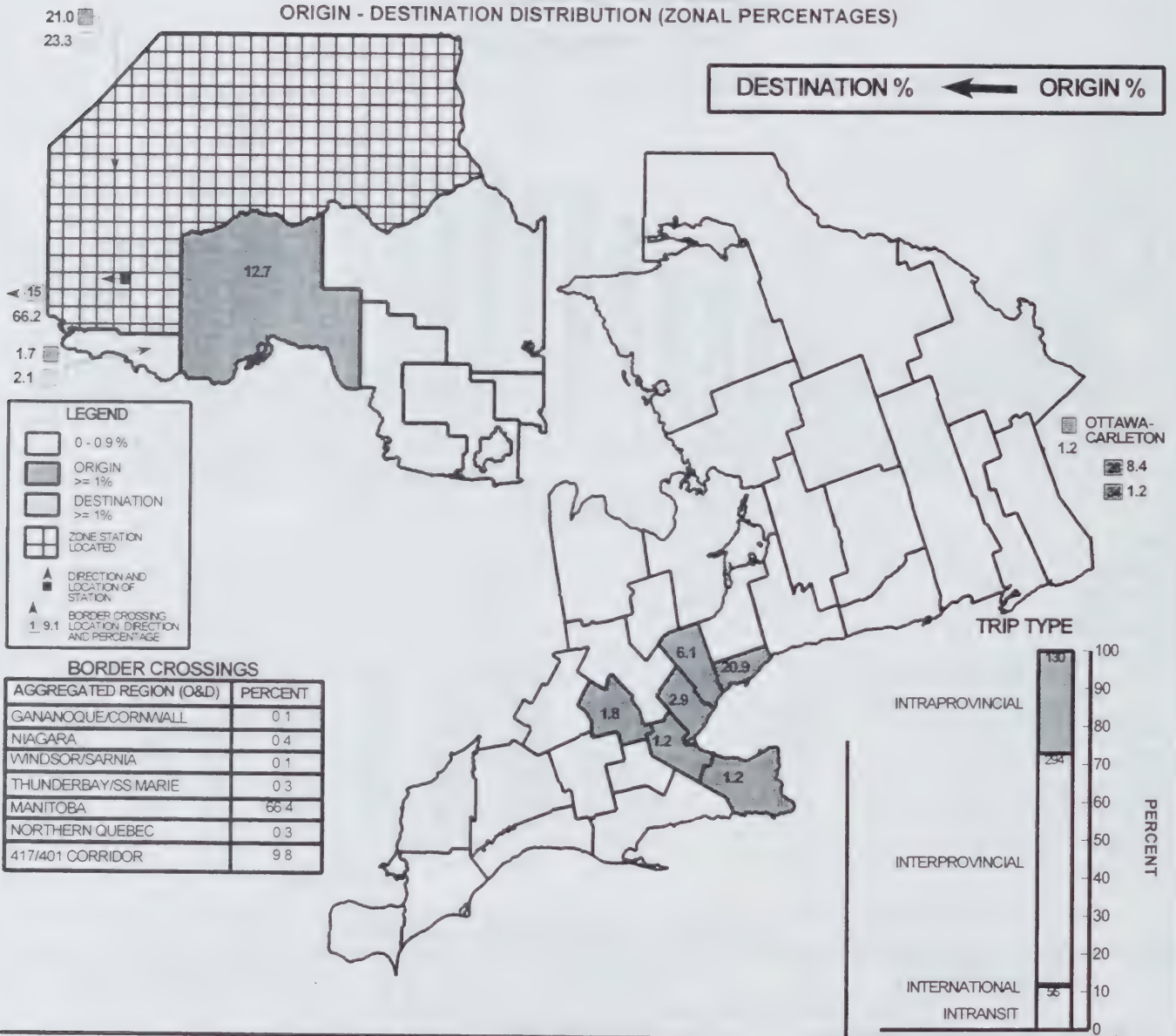
Values represent frequency or mean, unless identified as percent



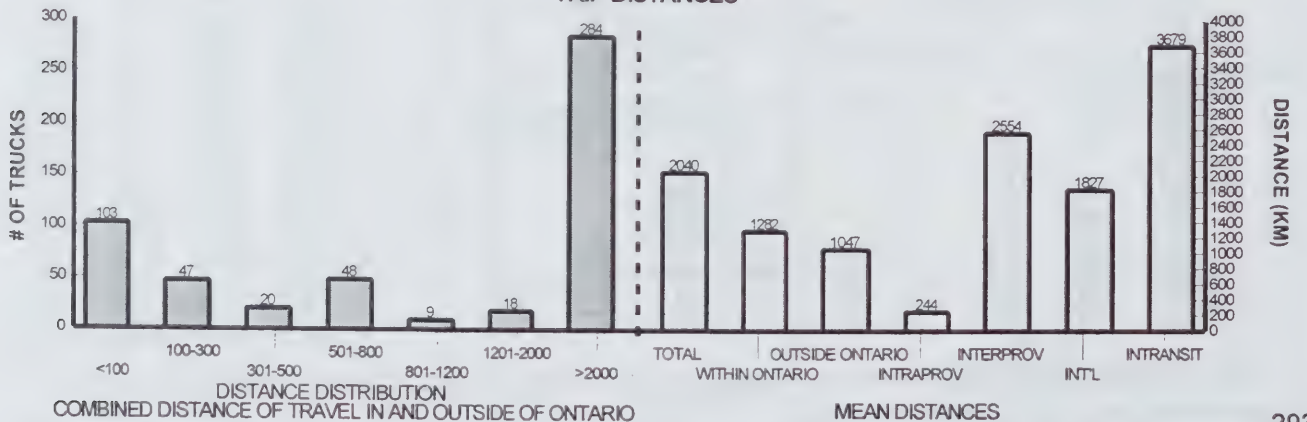
# DRYDEN 621

HWY. 17, STATION #: 114  
DIRECTION: WEST BOUND

## ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



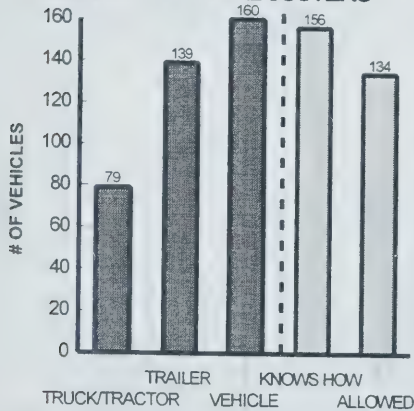
## TRIP DISTANCES



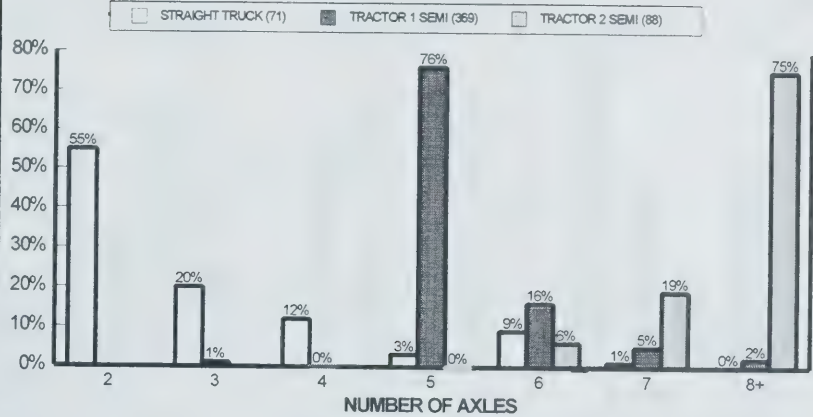


# **DRYDEN 621** HWY. 17, STATION #: 114 DIRECTION: WEST BOUND

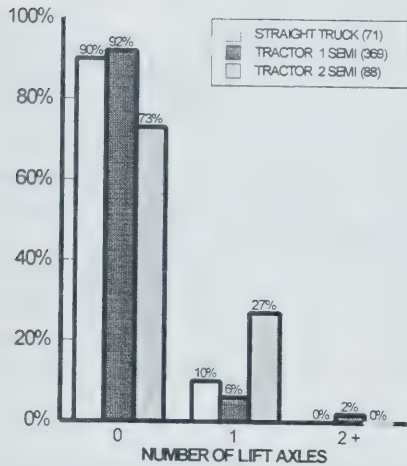
## **MANUAL SLACK ADJUSTERS**



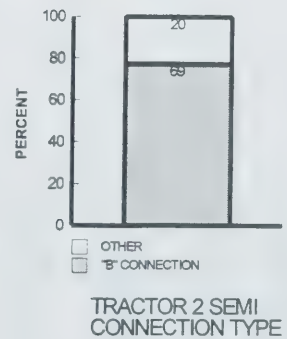
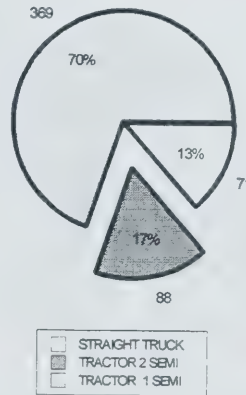
## **NUMBER OF AXLES**



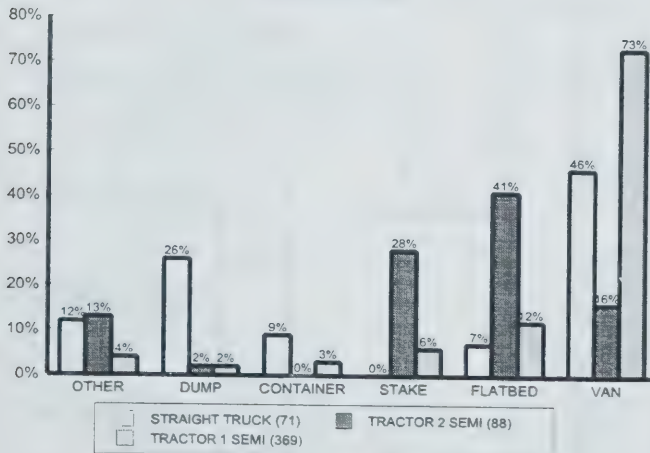
## **LIFT AXLES**



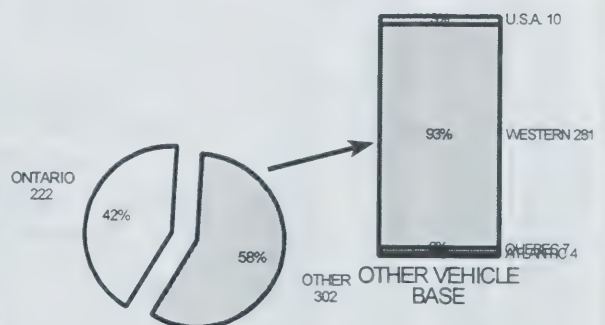
## **VEHICLE CONFIGURATION**



## **BODY STYLE**

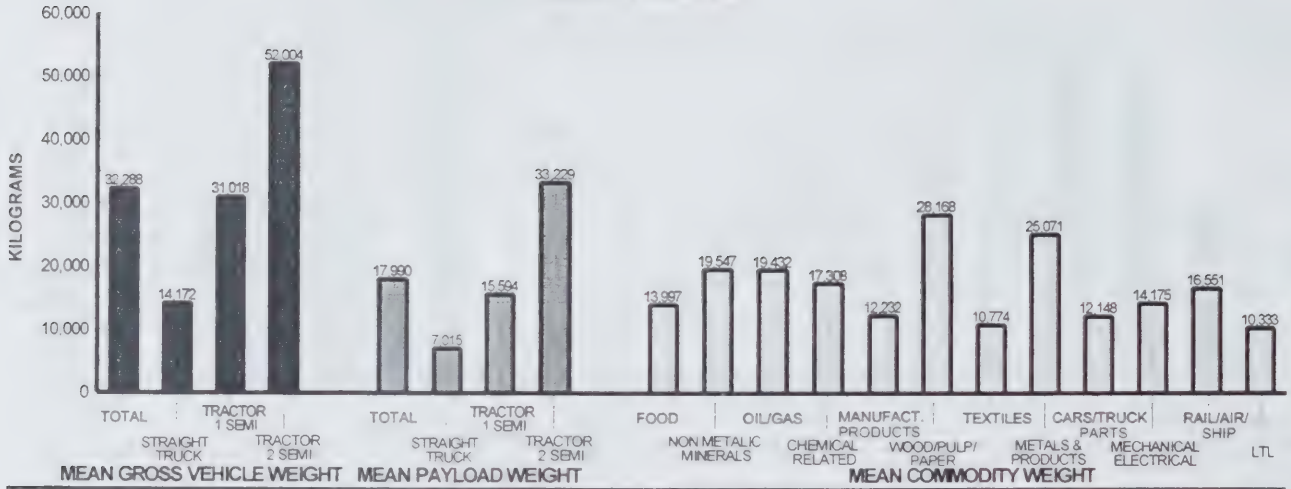


## **VEHICLE BASE**

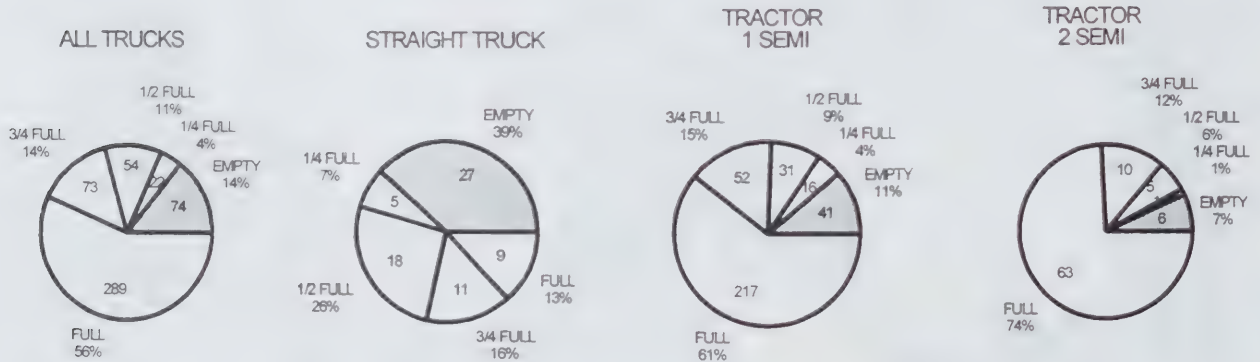


# **DRYDEN 621** HWY. 17, STATION #: 114 DIRECTION: WEST BOUND

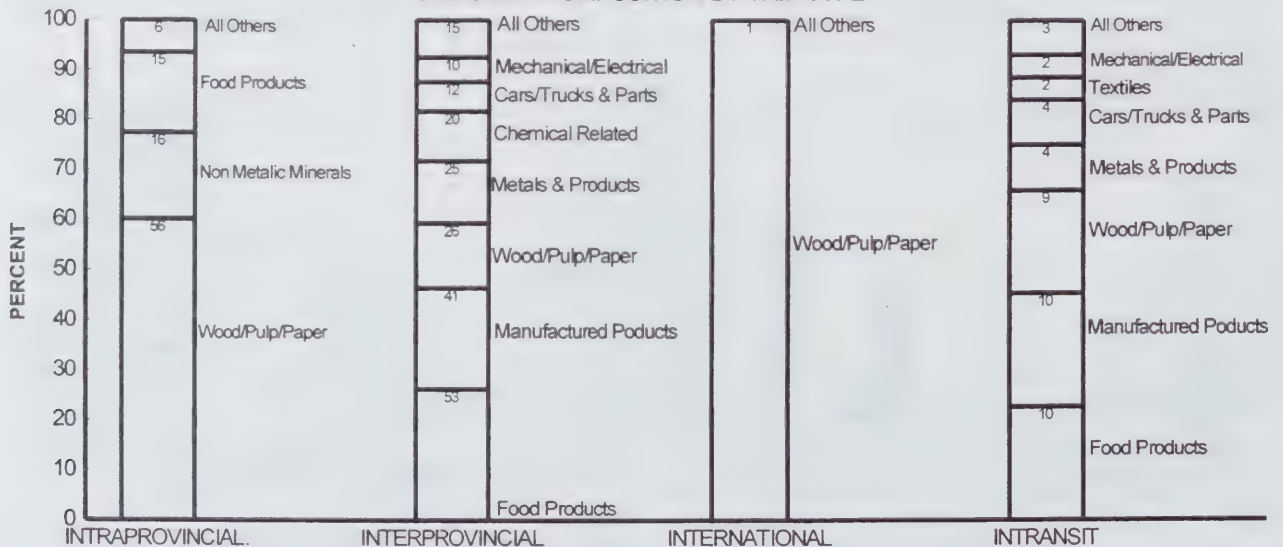
## **MEAN WEIGHTS**



## **LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION**



## **COMMODITY COMPOSITION BY TRIP TYPE**



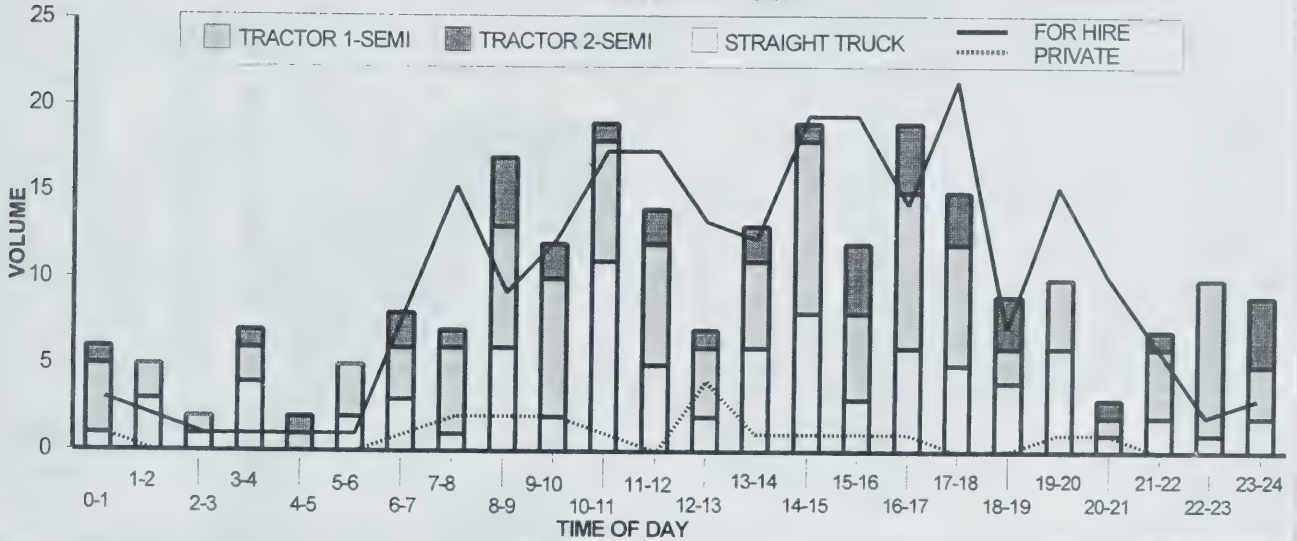
# HEYDEN 631

HWY. 17, STATION #: 129

DIRECTION: NORTH BOUND

LOCATION: 15KM NORTH OF SAULT STE. MARIE

## TRUCK VOLUMES BY HOUR

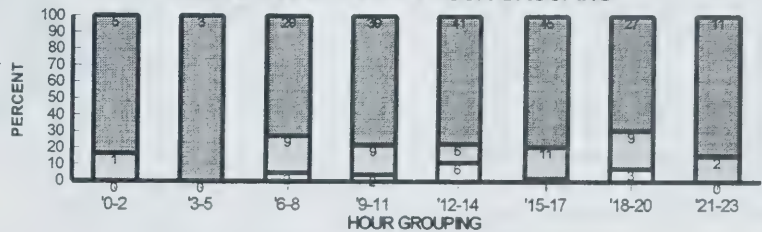


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	6	5	2	7	2	5	8	7	17	12	19	14	7	13	19	12	19	15	9	10	3	7	10	9	237
ALL VEHICLES	48	25	17	23	13	22	50	93	117	159	188	236	209	229	280	215	283	307	217	163	165	126	95	70	3350
% COMMERCIAL	12.5	20.0	11.8	30.4	15.4	22.7	16.0	7.5	14.5	7.5	10.1	5.9	3.3	5.7	6.8	5.6	6.7	4.9	4.1	6.1	1.8	5.6	10.5	12.9	7.1

## SURVEYING SUMMARY

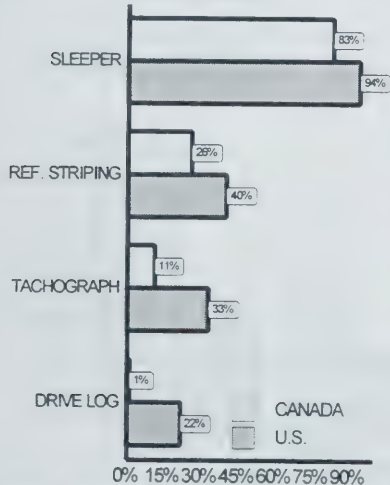
	# HOURS	# SURVEYS	% SAMPLED
July 11	14	42	127.3%
July 12	15	50	125.0%
July 13	13	57	196.6%
July 14	12	32	168.4%
TOTALS	54	181	149.6%

## LEVEL OF UTILIZATION BY HOUR GROUPING

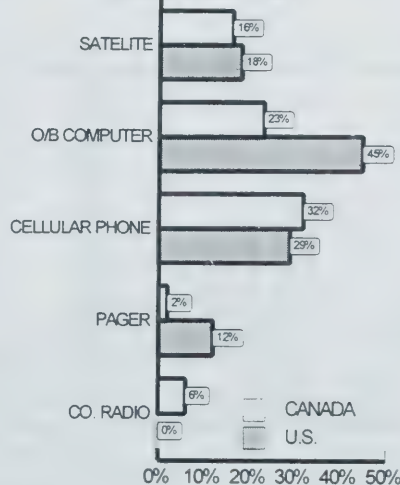


3/4 FULL-FULL 1/4-1/2 FULL EMPTY

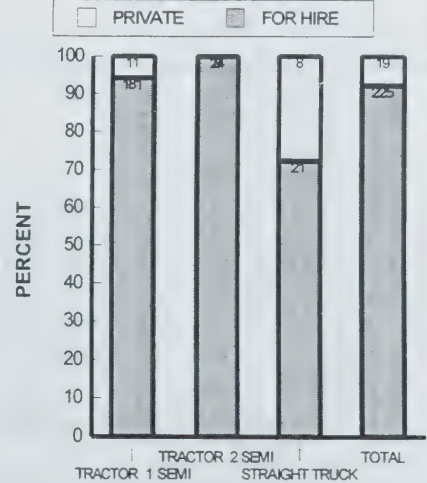
## FEATURES



## COMMUNICATION



## CARRIER TYPE



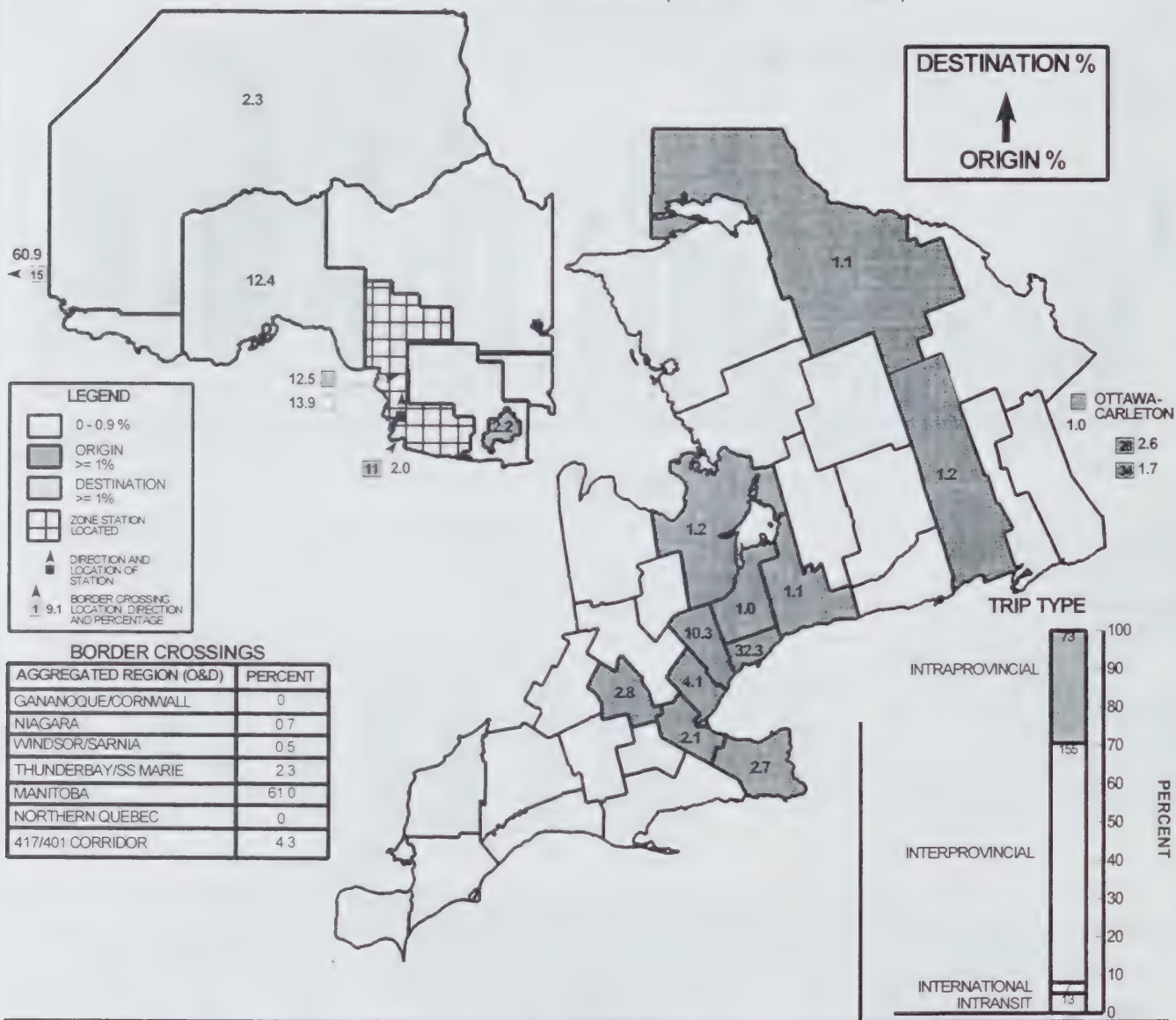
Values represent frequency or mean, unless identified as percent



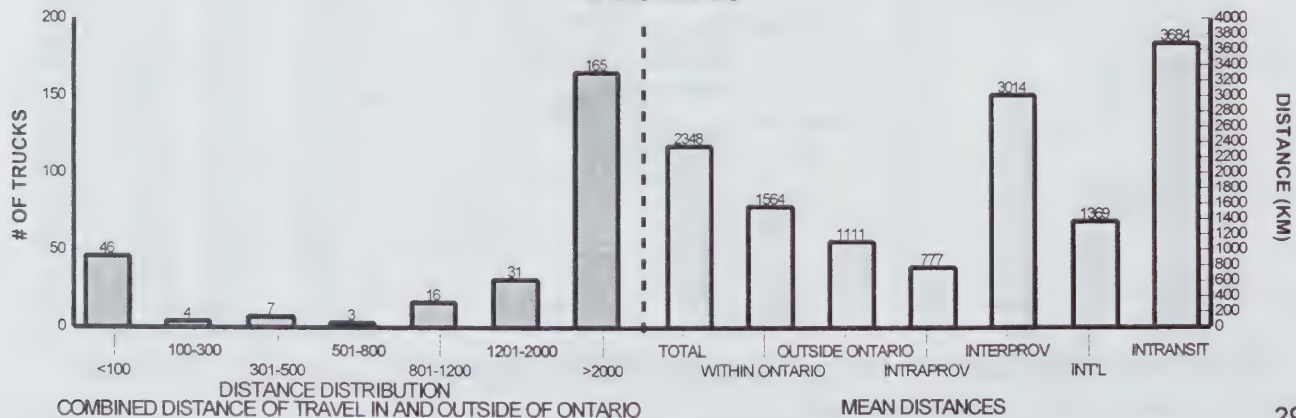
# HEYDEN 631

HWY. 17, STATION #: 129  
DIRECTION: NORTH BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



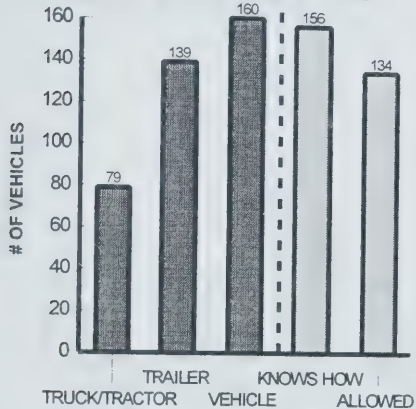
## TRIP DISTANCES



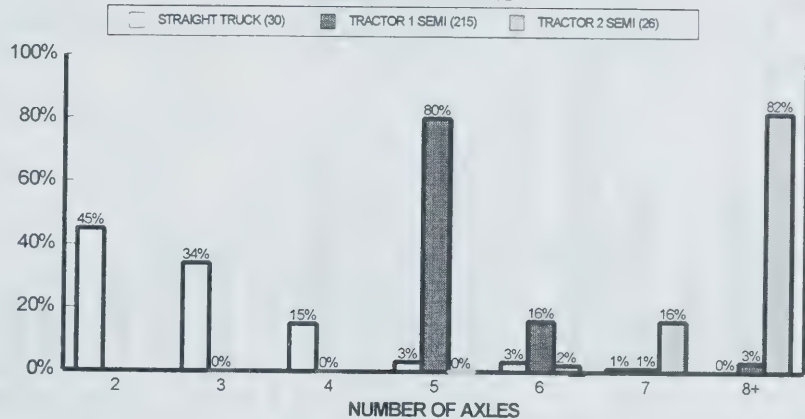
# HEYDEN 631

HWY. 17, STATION #: 129  
DIRECTION: NORTH BOUND

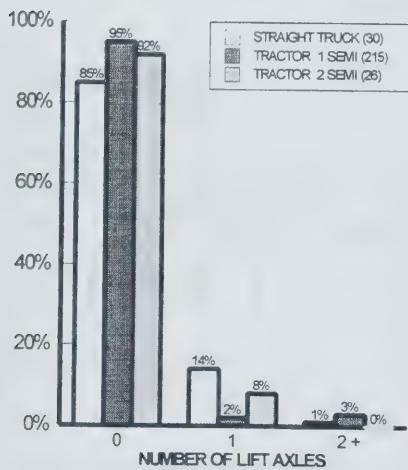
## MANUAL SLACK ADJUSTERS



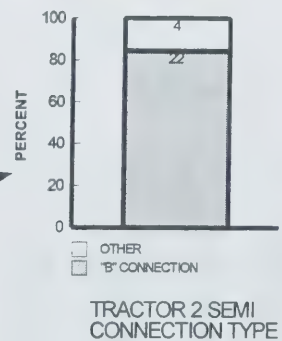
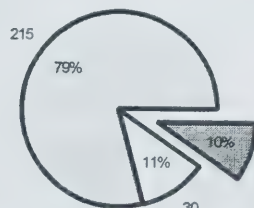
## NUMBER OF AXLES



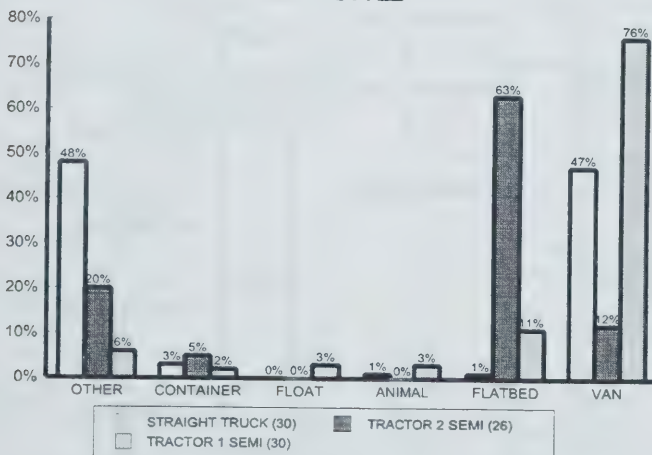
## LIFT AXLES



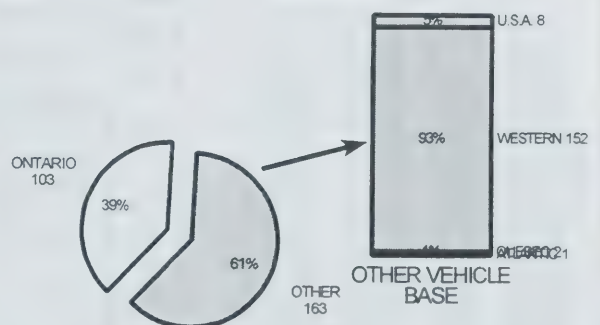
## VEHICLE CONFIGURATION



## BODY STYLE



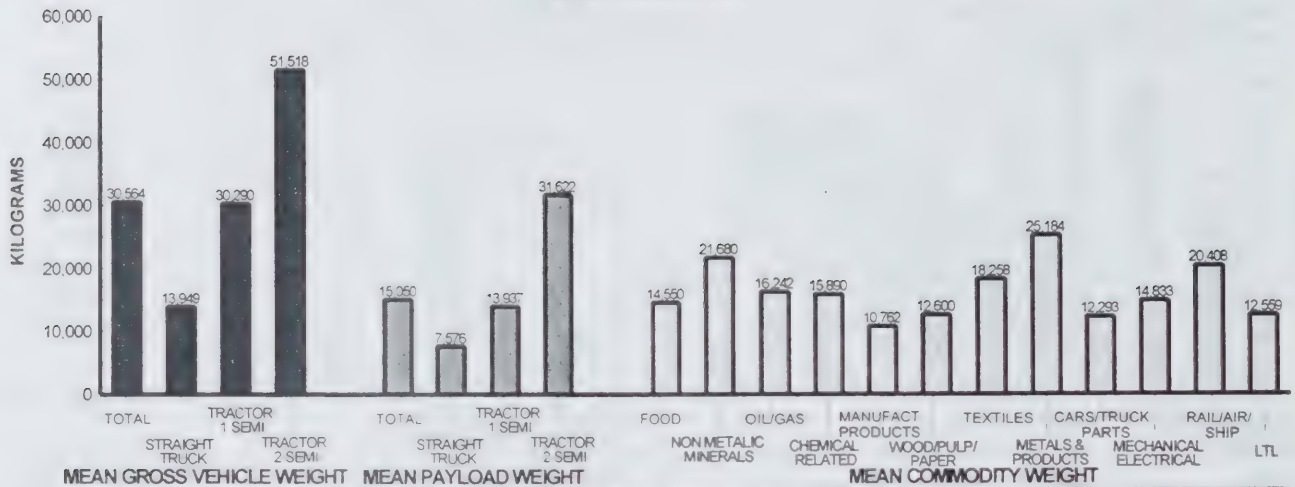
## VEHICLE BASE



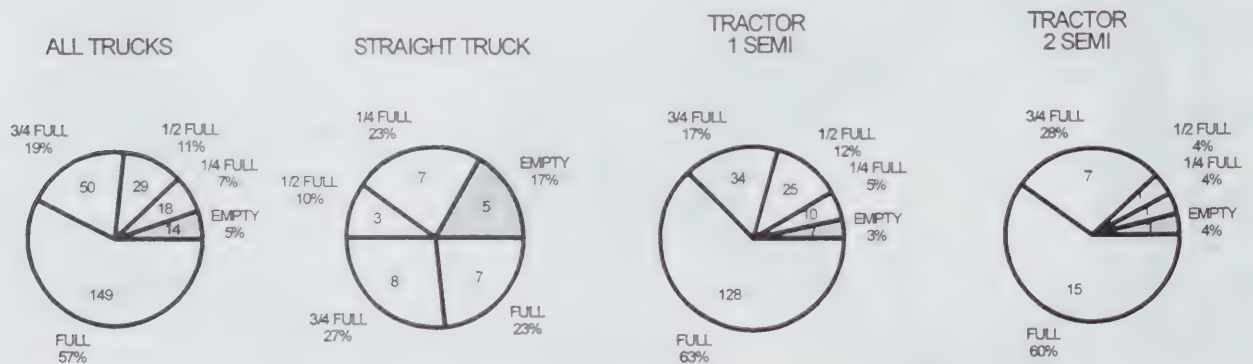
# HEYDEN 631

HWY. 17, STATION #. 129  
DIRECTION: NORTH BOUND

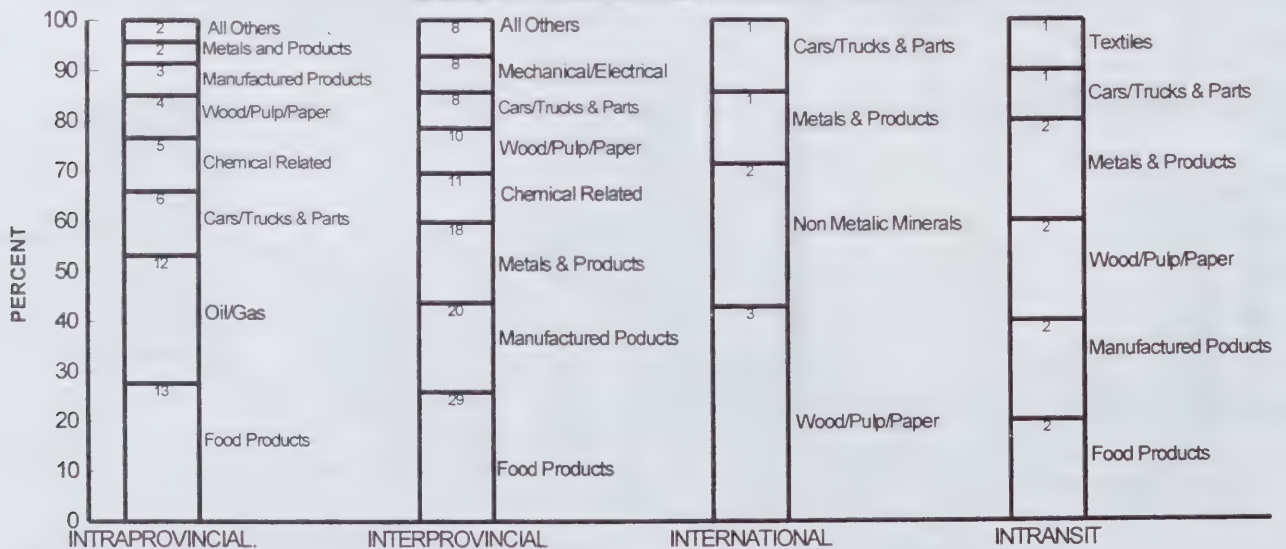
## MEAN WEIGHTS



## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION



## COMMODITY COMPOSITION BY TRIP TYPE



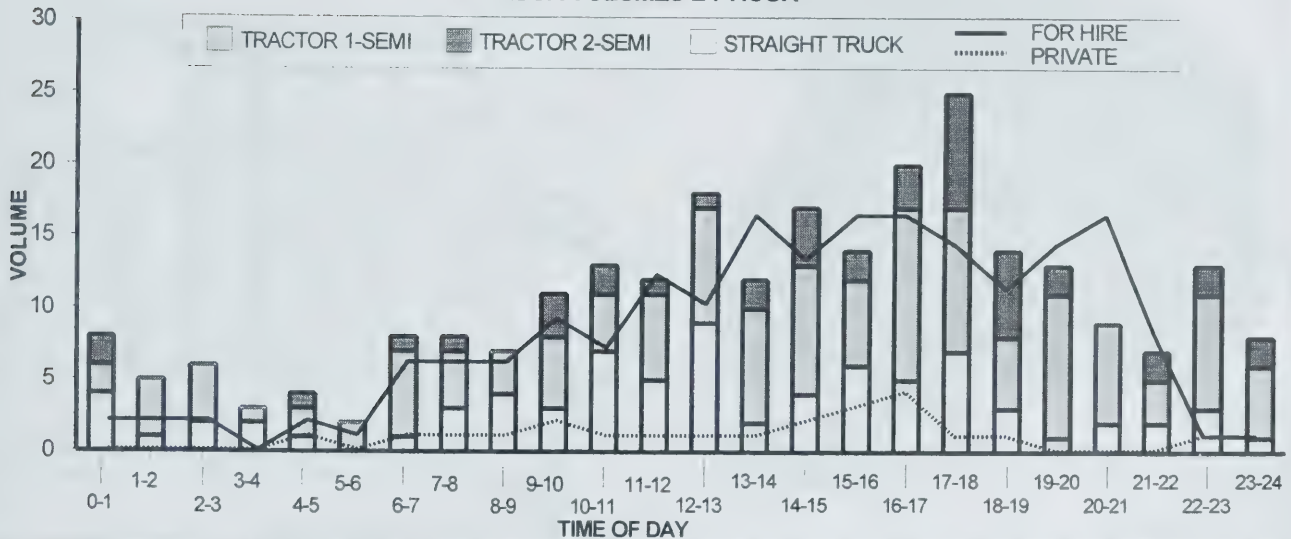


# HEYDEN 631

HWY. 17, STATION #: 130  
DIRECTION: SOUTH BOUND

LOCATION: 15 KM NORTH OF SAULT STE. MARIE

## TRUCK VOLUMES BY HOUR

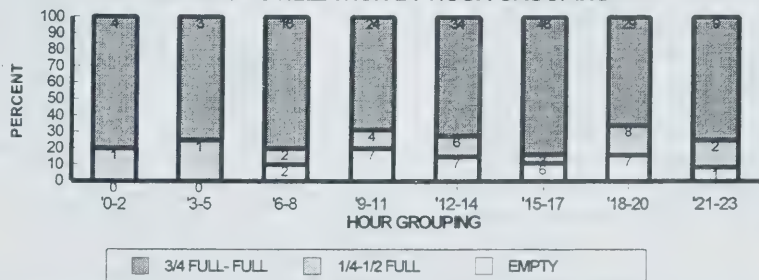


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	8	5	6	3	4	2	8	8	7	11	13	12	18	12	17	14	20	25	14	13	9	7	13	8	257
ALL VEHICLES	39	18	20	10	14	41	133	214	174	172	178	168	216	216	236	219	232	250	175	161	129	109	128	50	3302
% COMMERCIAL	20.5	27.8	30.0	30.0	28.6	4.9	6.0	3.7	4.0	6.4	7.3	7.1	8.3	5.6	7.6	6.4	8.6	10.0	8.0	8.1	7.0	6.4	10.2	16.0	7.8

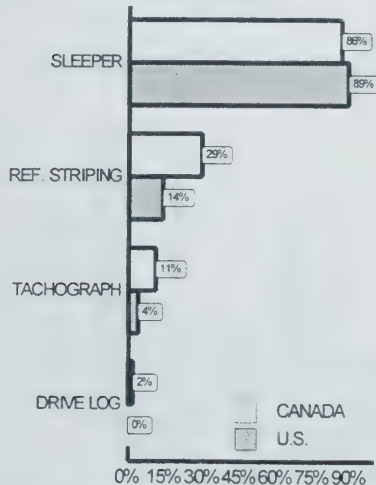
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
July 11	13	38	115.1%
July 12	13	40	108.1%
July 13	13	48	184.6%
July 14	12	32	123.1%
TOTALS	51	158	129.5%

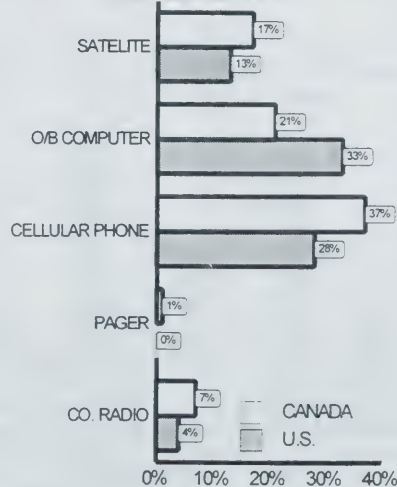
## LEVEL OF UTILIZATION BY HOUR GROUPING



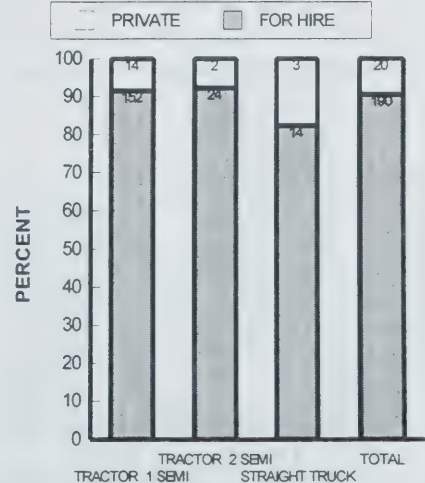
## FEATURES



## COMMUNICATION



## CARRIER TYPE

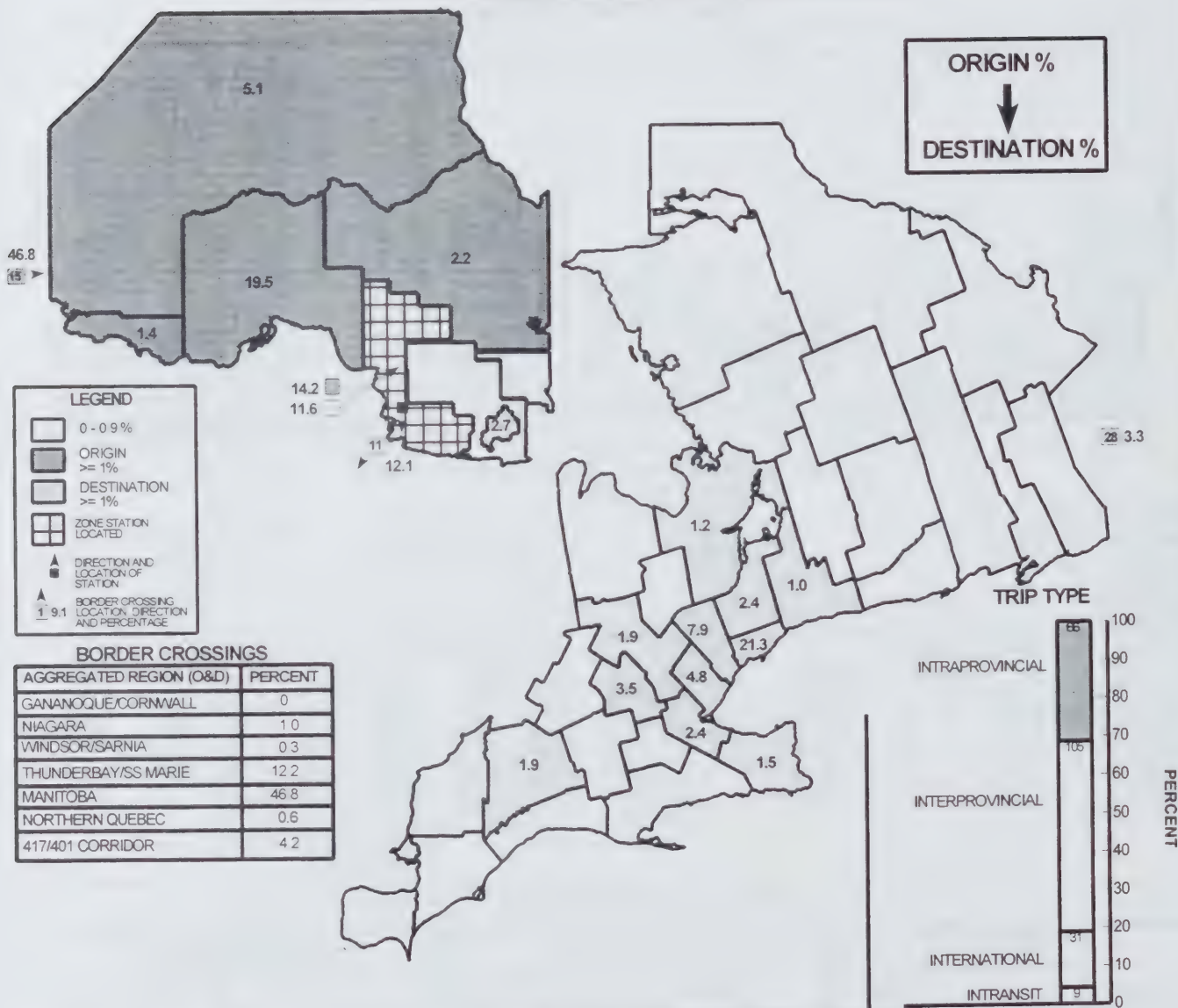


Values represent frequency or mean, unless identified as percent

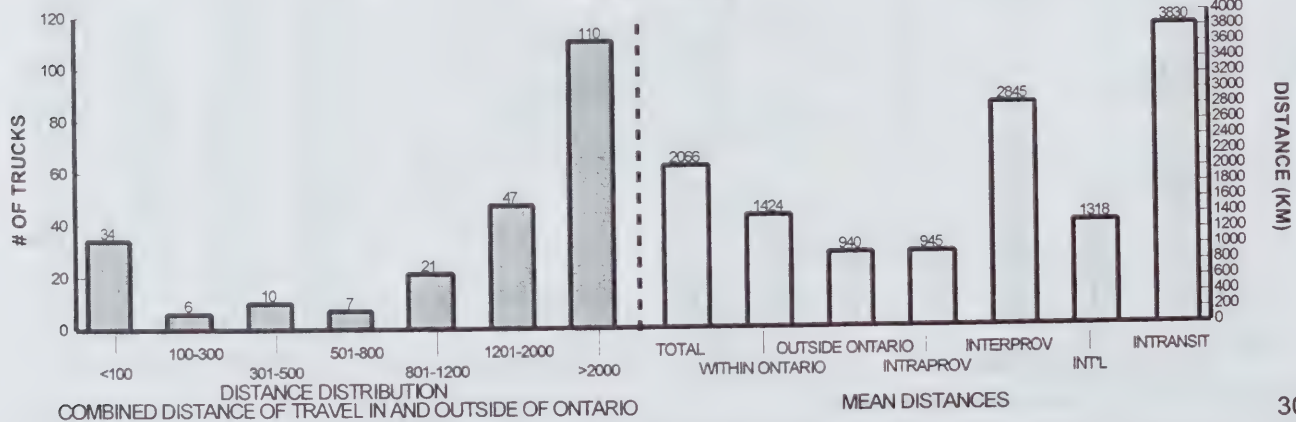
# HEYDEN 631

HWY. 17, STATION #: 130  
DIRECTION: SOUTH BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES



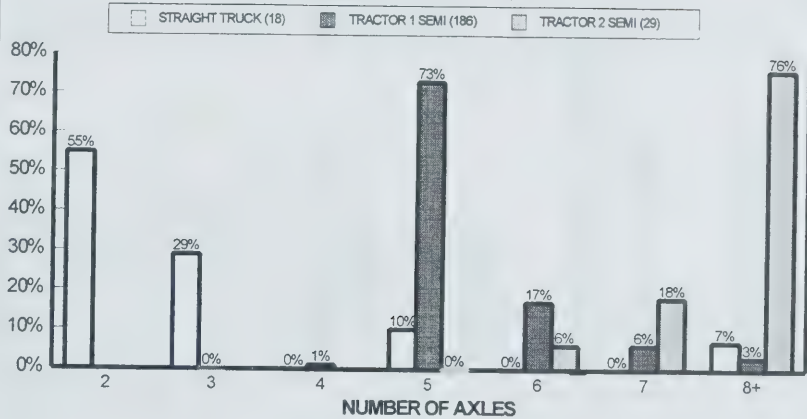
# HEYDEN 631

HWY. 17, STATION #: 130  
DIRECTION: SOUTH BOUND

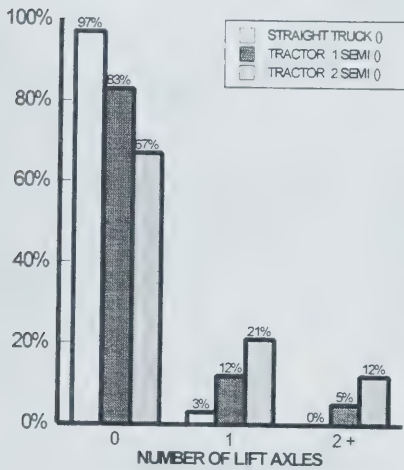
## MANUAL SLACK ADJUSTERS



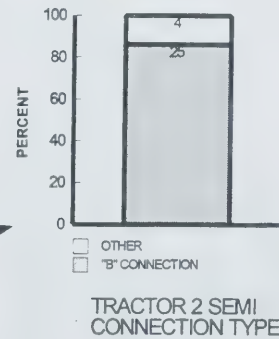
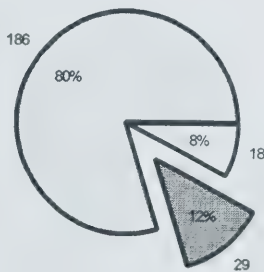
## NUMBER OF AXLES



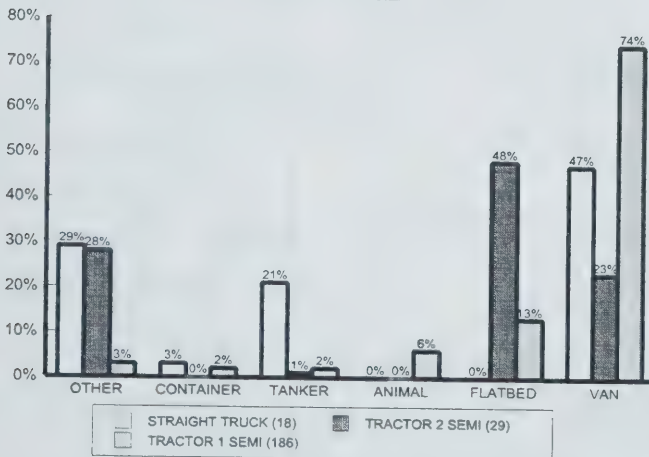
## LIFT AXLES



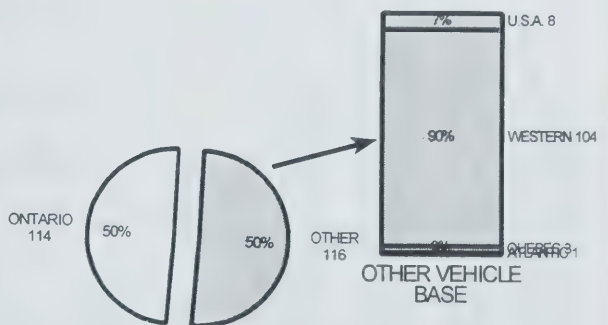
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

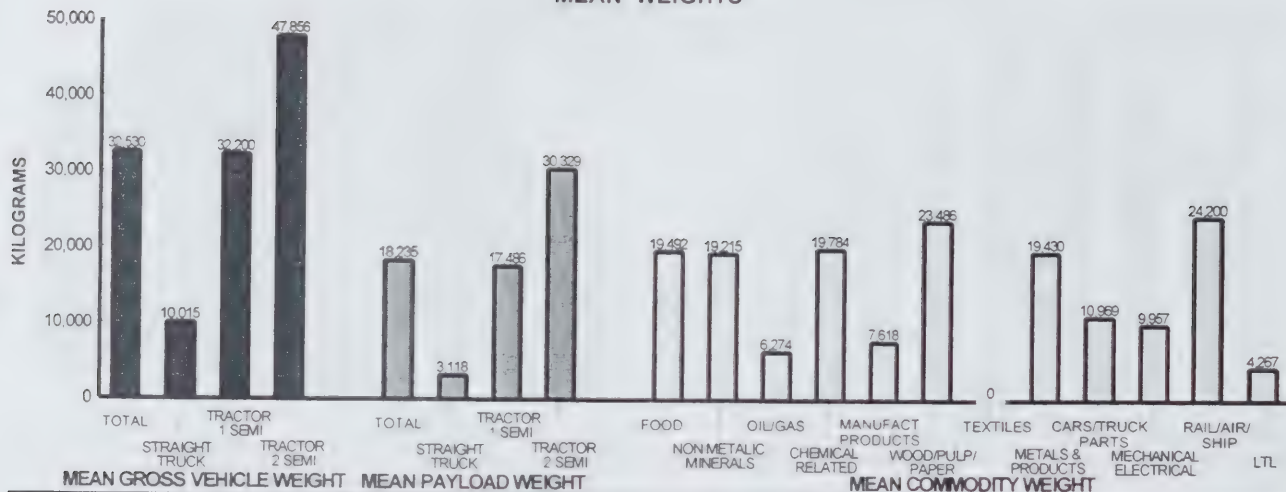




# HEYDEN 631

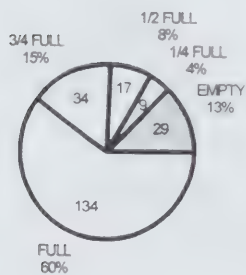
HWY. 17, STATION #: 130  
DIRECTION: SOUTH BOUND

## MEAN WEIGHTS

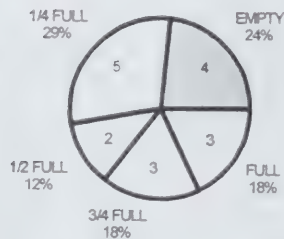


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

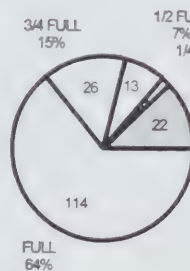
### ALL TRUCKS



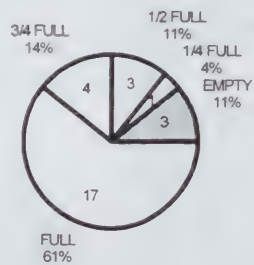
### STRAIGHT TRUCK



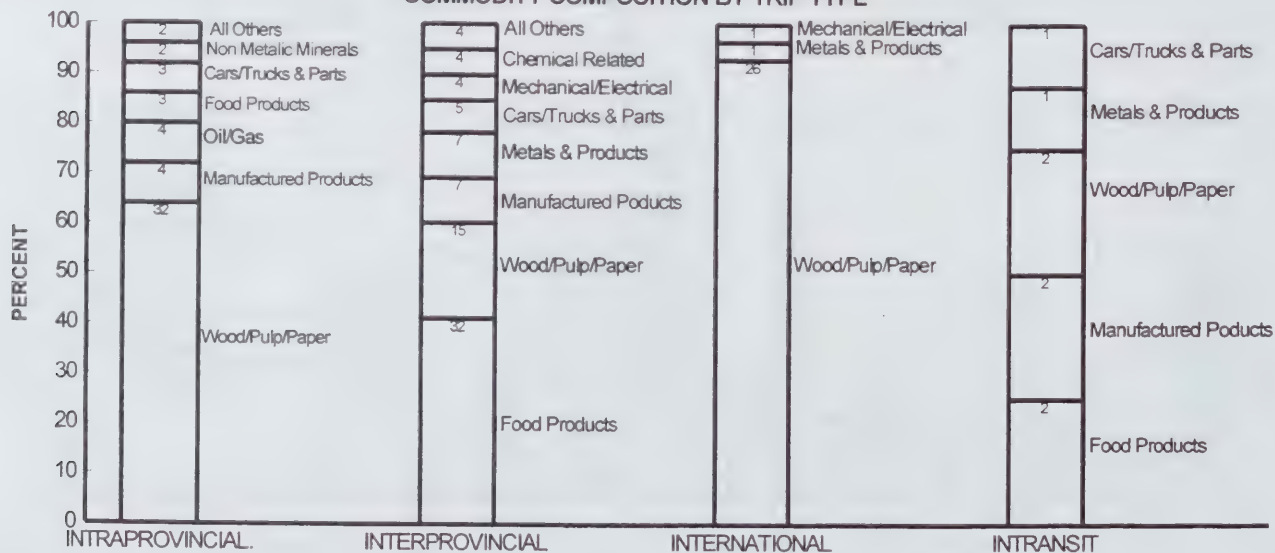
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE



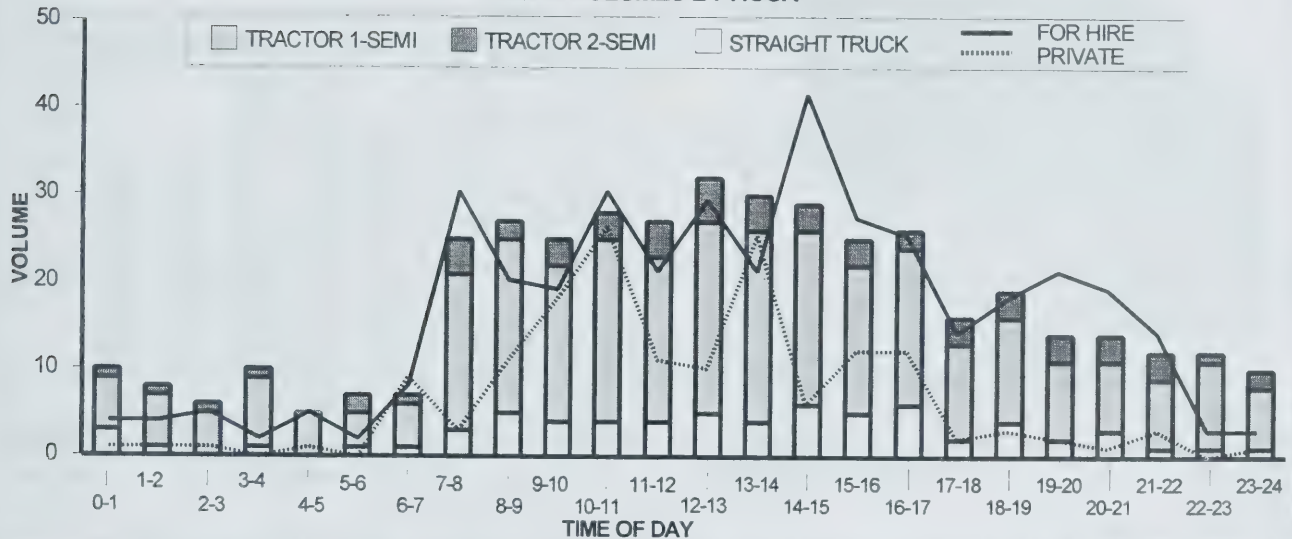
# THUNDER BAY NORTH 610

HWY. 102, STATION #: 156

DIRECTION: EAST BOUND

LOCATION: 4.5 KM WEST OF HWY 17/102 JUNCTION

## TRUCK VOLUMES BY HOUR

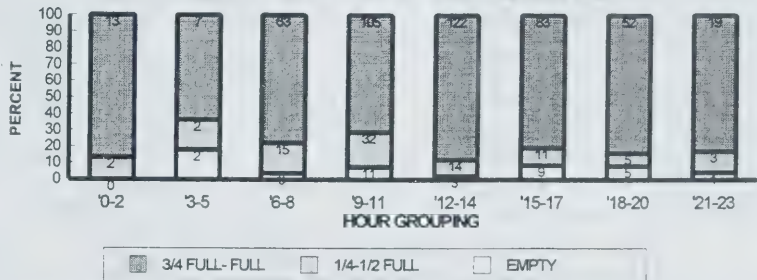


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	10	8	6	10	5	7	7	25	27	25	28	27	32	30	29	25	26	16	19	14	14	12	12	10	424
ALL VEHICLES	59	37	22	23	16	30	84	181	215	160	177	194	215	215	215	225	227	230	235	207	191	177	138	88	3561
% COMMERCIAL	16.9	21.6	27.3	43.5	31.3	23.3	8.3	13.8	12.6	15.6	15.8	13.9	14.9	14.0	13.5	11.1	11.5	7.0	8.1	6.8	7.3	6.8	8.7	11.4	11.9

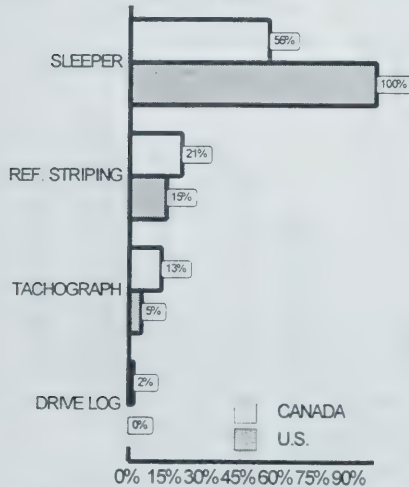
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
May 13-16	15	52	39.4%
May 23-26	14	35	46.7%
May 27-30	13	34	47.9%
TOTALS	42	121	43.5%

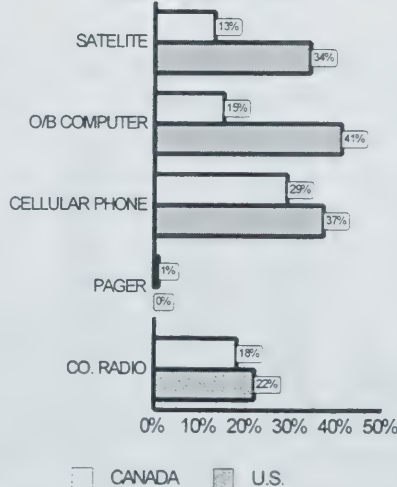
## LEVEL OF UTILIZATION BY HOUR GROUPING



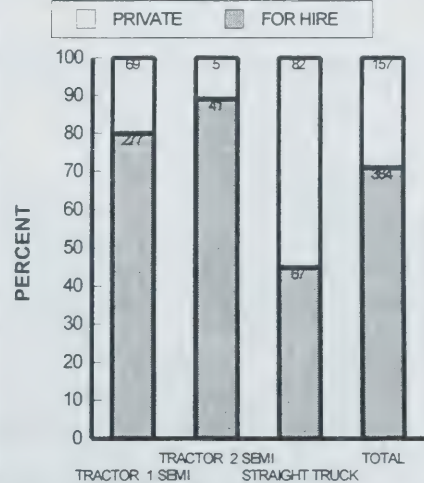
## FEATURES



## COMMUNICATION



## CARRIER TYPE



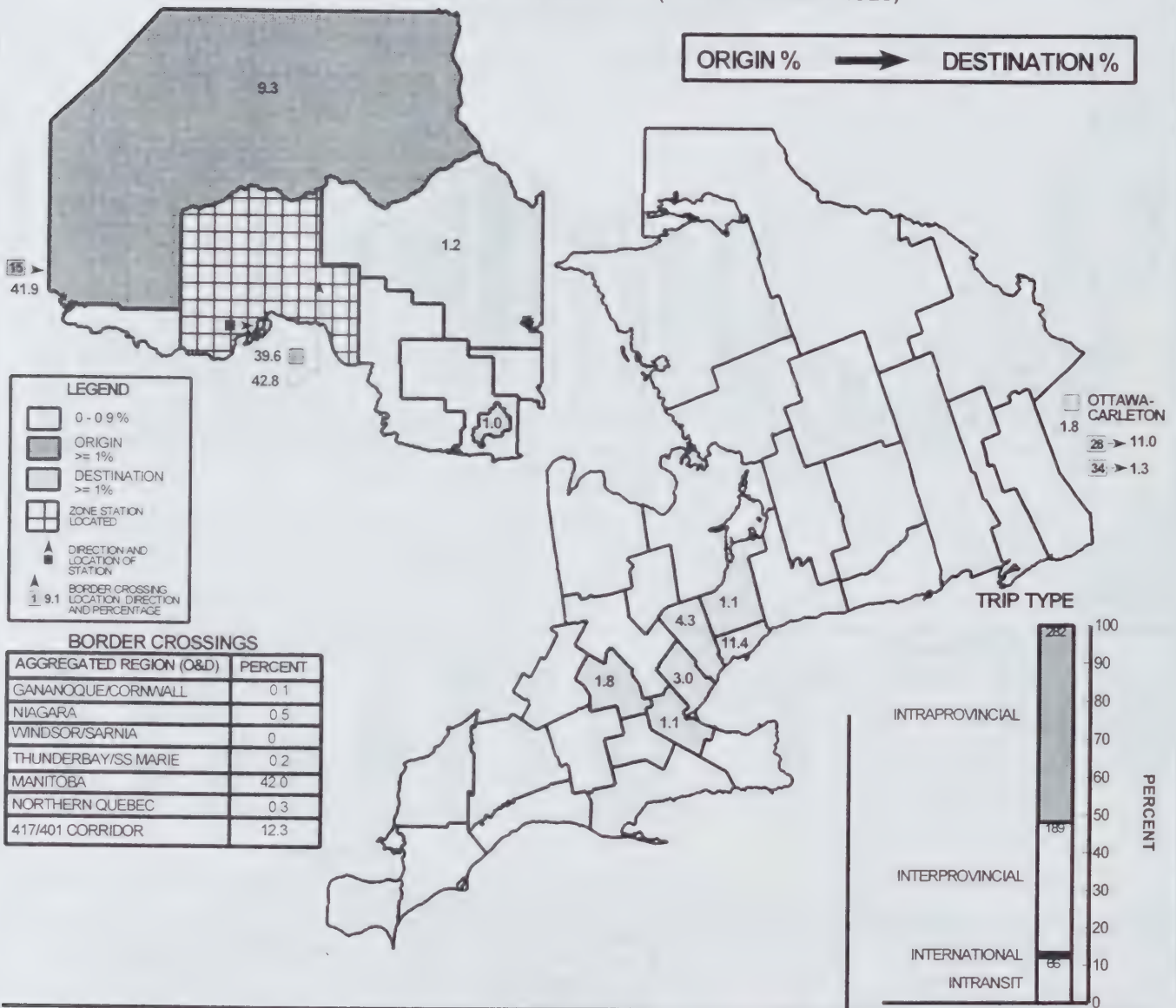
Values represent frequency or mean, unless identified as percent

# THUNDER BAY NORTH 610

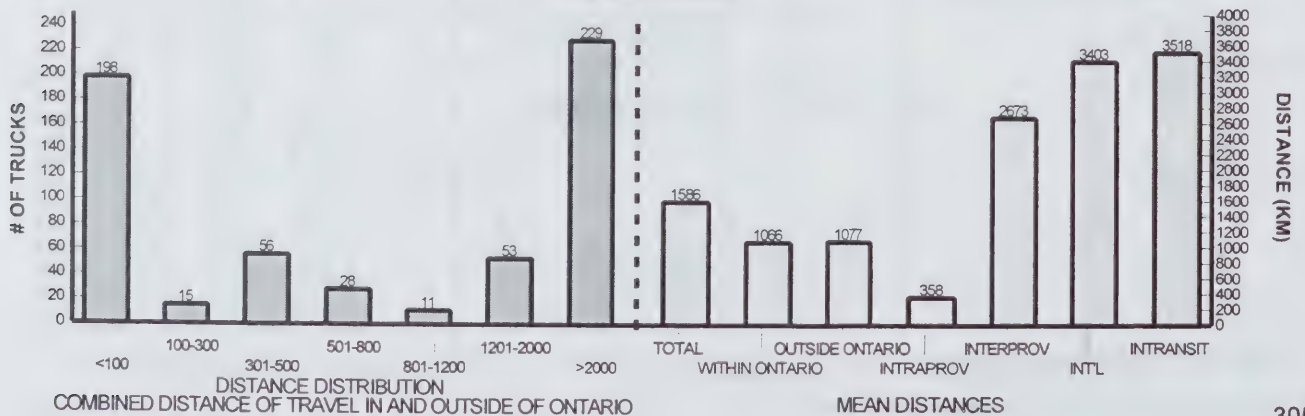
HWY. 102, STATION #: 156

DIRECTION: EAST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



## TRIP DISTANCES

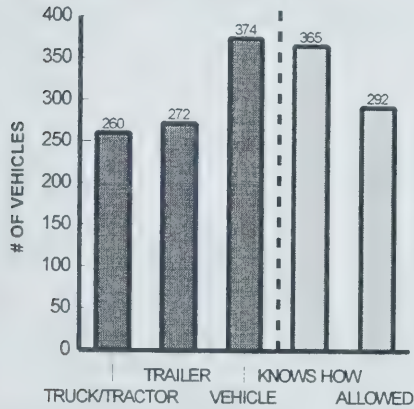




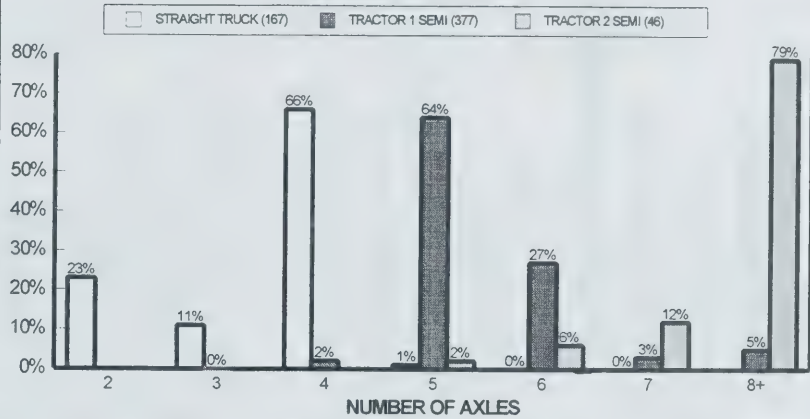
# THUNDER BAY NORTH 610

HWY. 102, STATION #: 156  
DIRECTION: EAST BOUND

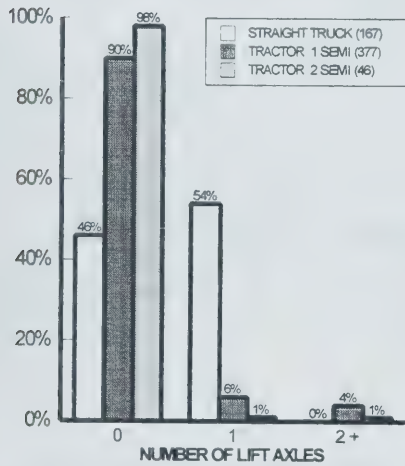
## MANUAL SLACK ADJUSTERS



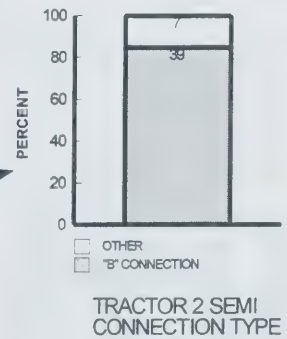
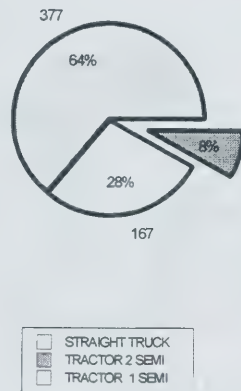
## NUMBER OF AXLES



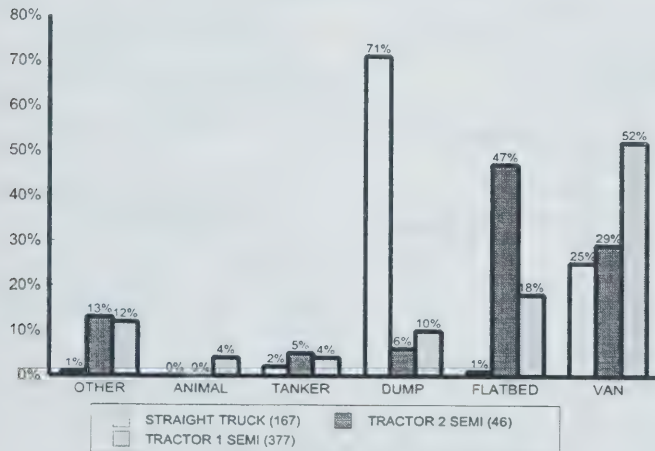
## LIFT AXLES



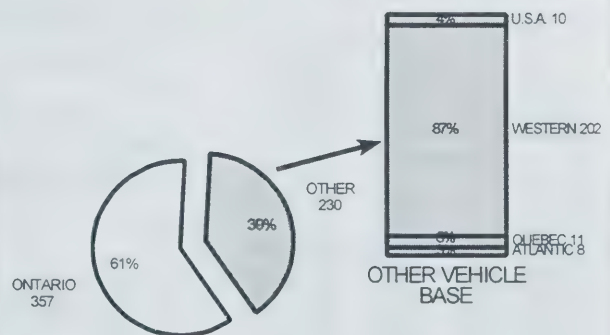
## VEHICLE CONFIGURATION



## BODY STYLE



## VEHICLE BASE

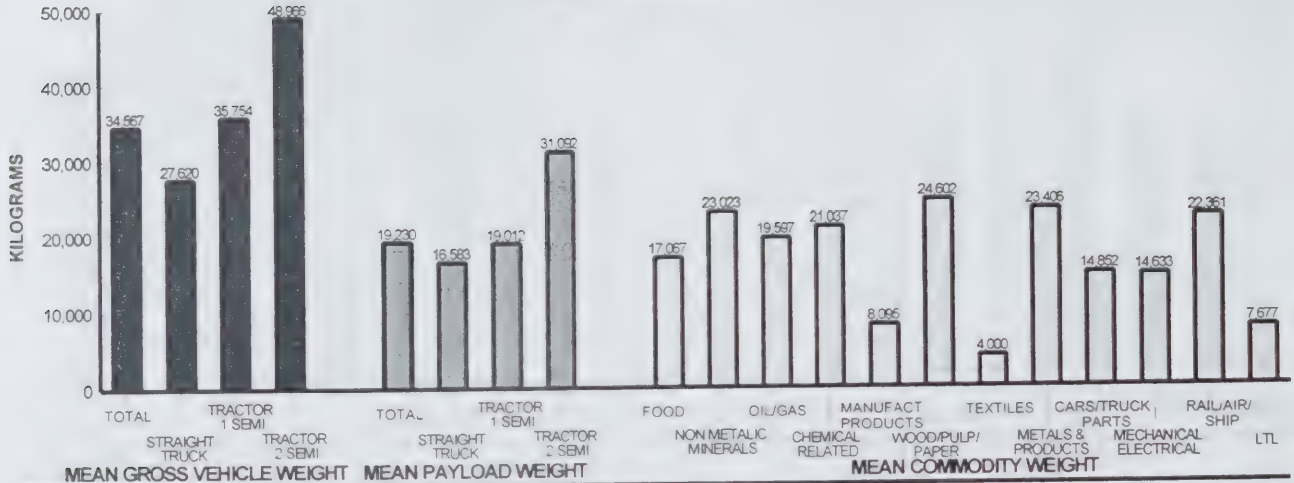


# THUNDER BAY NORTH 610

HWY. 102, STATION #: 156

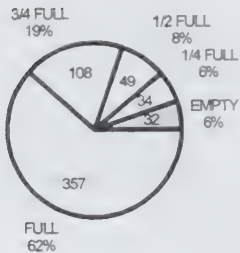
DIRECTION: EAST BOUND

## MEAN WEIGHTS

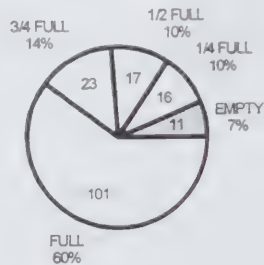


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

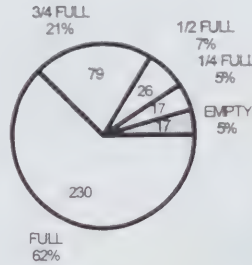
### ALL TRUCKS



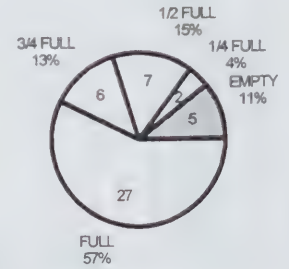
### STRAIGHT TRUCK



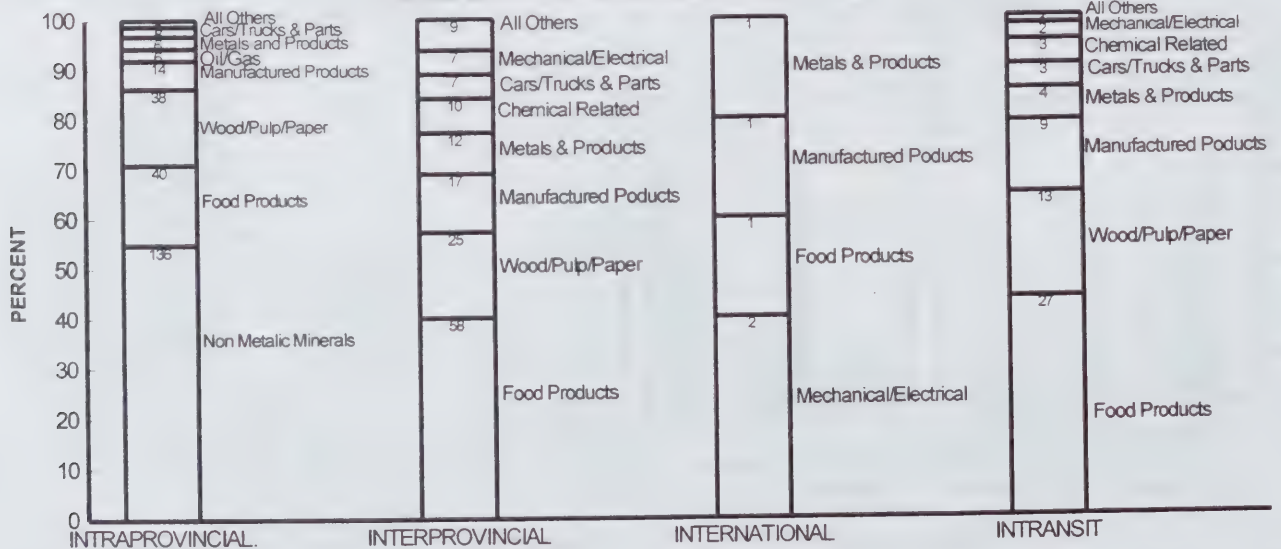
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE

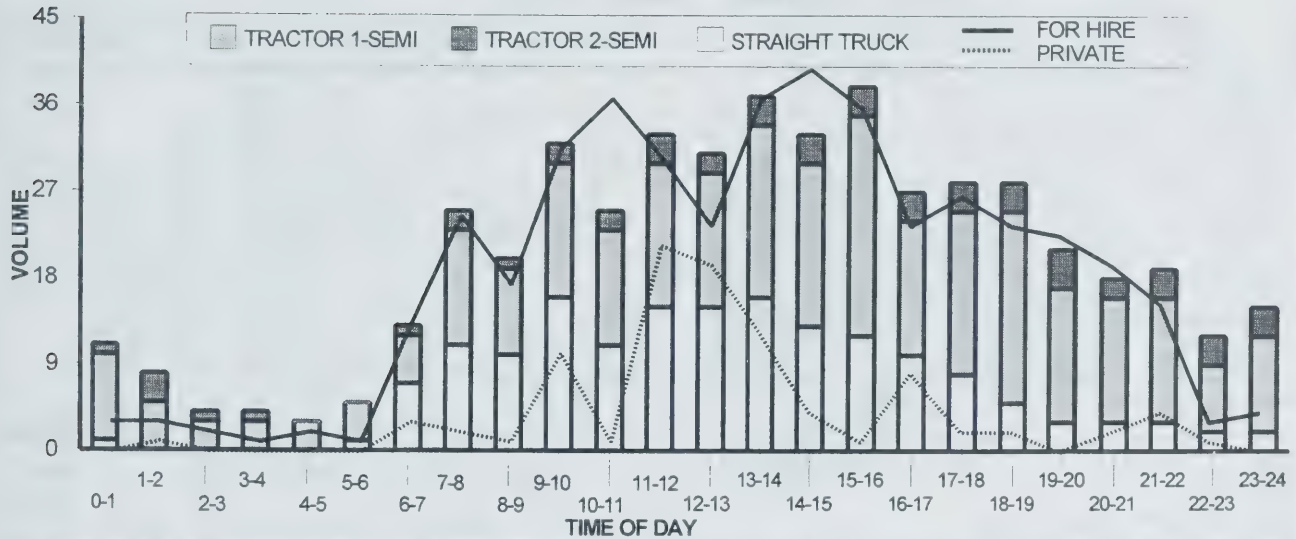


# THUNDER BAY NORTH 610

HWY. 102, STATION #: 157  
DIRECTION: WEST BOUND

LOCATION: 4.5 KM WEST OF HWY 17/102 JUNCTION

## TRUCK VOLUMES BY HOUR

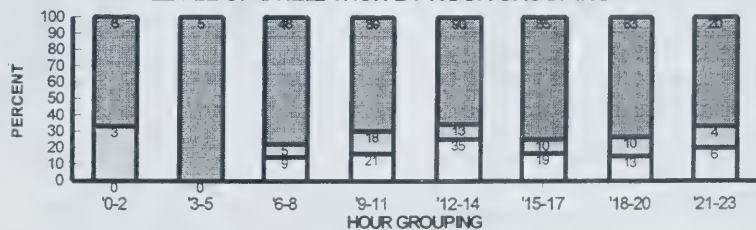


HOUR	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL
COMMERCIAL	11	8	4	4	3	5	13	25	20	32	25	33	31	37	33	38	27	28	28	21	18	19	12	15	490
ALL VEHICLES	72	48	24	17	13	28	66	104	118	141	178	222	256	282	276	293	328	380	291	220	184	170	125	107	3943
% COMMERCIAL	15.3	16.7	16.7	23.5	23.1	17.9	19.7	24.0	16.9	22.7	14.0	14.9	12.1	13.1	12.0	13.0	8.2	7.4	9.6	9.5	9.8	11.2	9.6	14.0	12.4

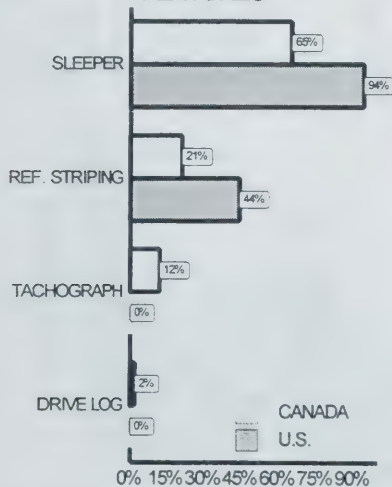
## SURVEYING SUMMARY

	# HOURS	# SURVEYS	% SAMPLED
June 28	14	25	24.0%
June 29	13	34	65.4%
June 30	14	32	103.2%
TOTALS	41	91	48.7%

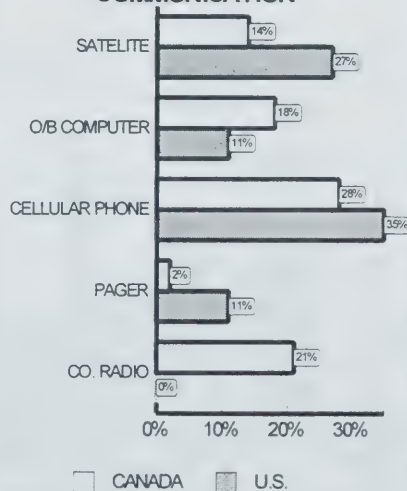
## LEVEL OF UTILIZATION BY HOUR GROUPING



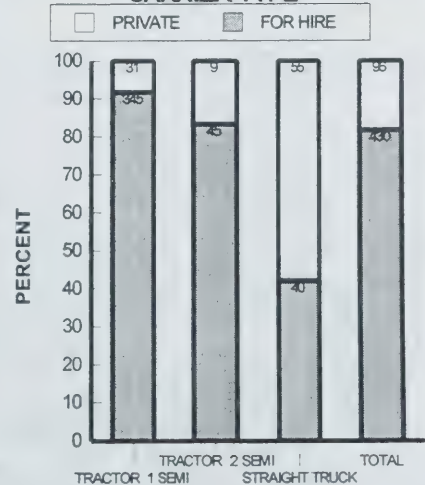
## FEATURES



## COMMUNICATION



## CARRIER TYPE



Values represent frequency or mean, unless identified as percent

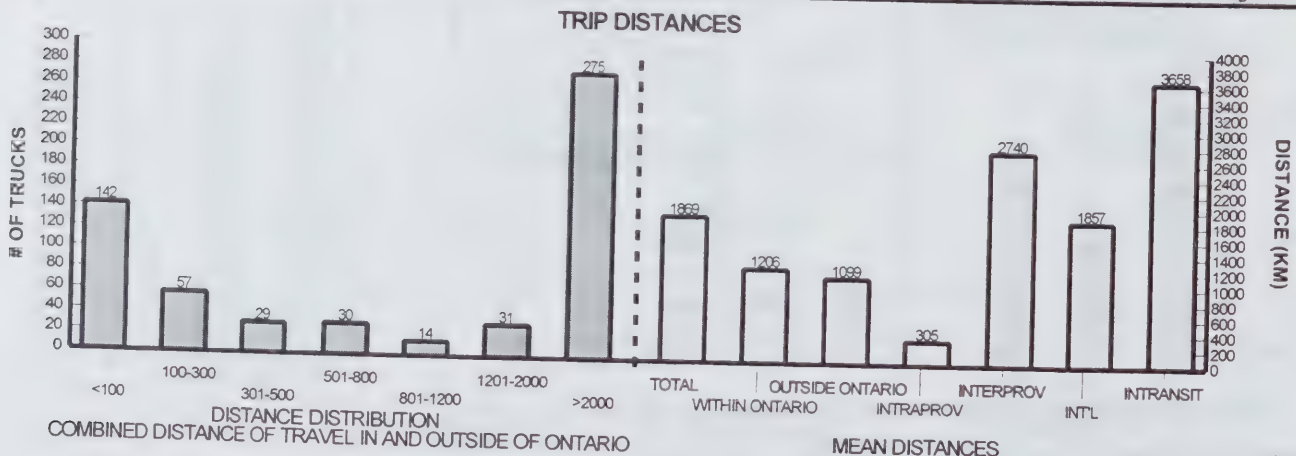
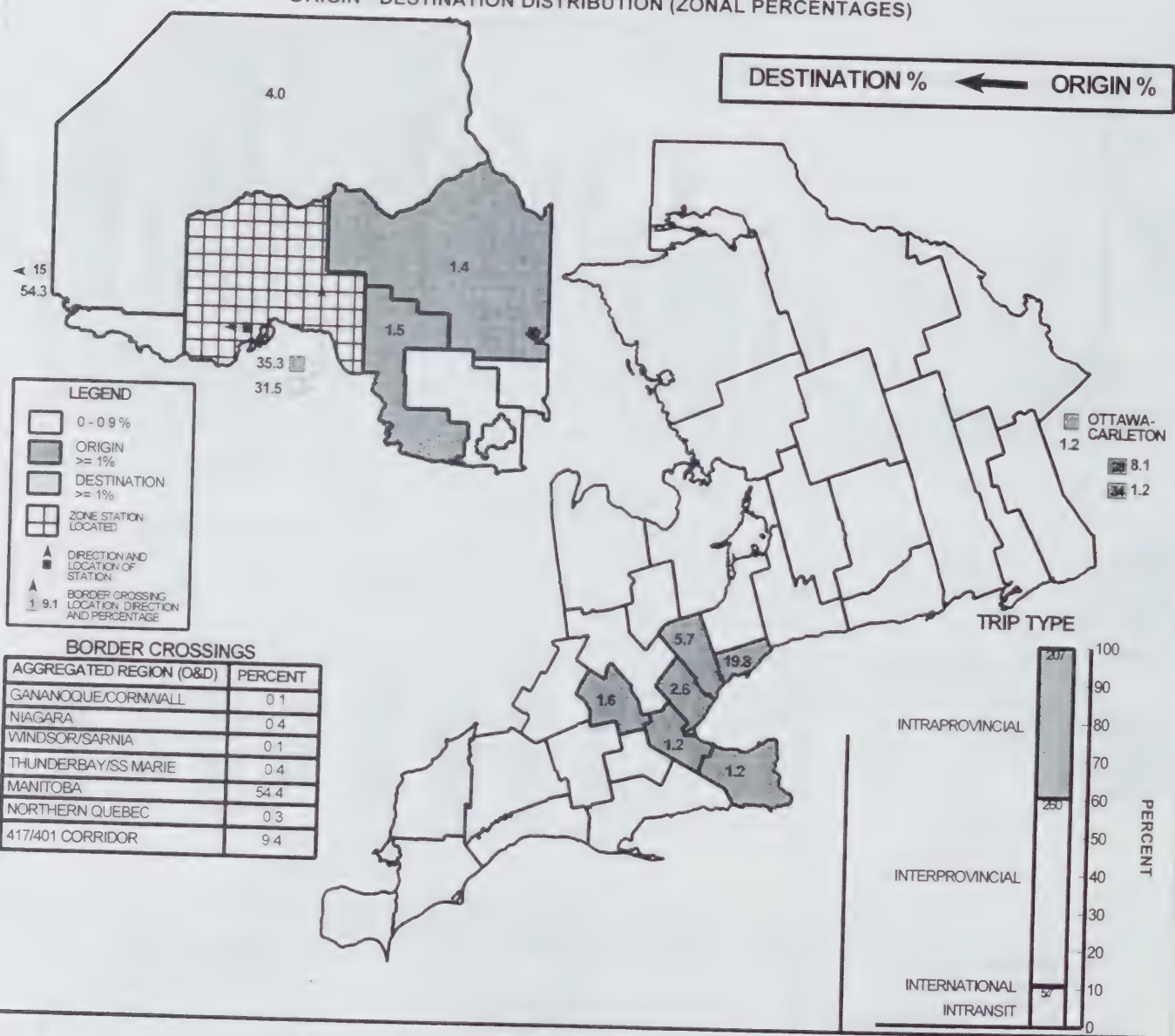


# THUNDER BAY NORTH 610

HWY. 102, STATION #: 157

DIRECTION: WEST BOUND

ORIGIN - DESTINATION DISTRIBUTION (ZONAL PERCENTAGES)



# THUNDER BAY NORTH 610

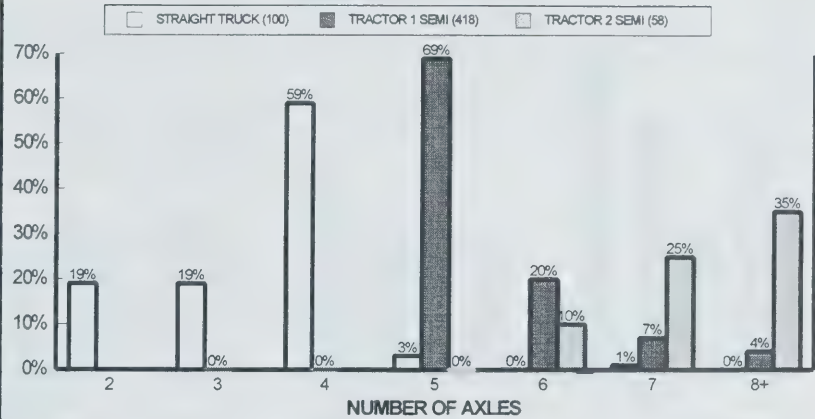
HWY. 102, STATION #: 157

DIRECTION: WEST BOUND

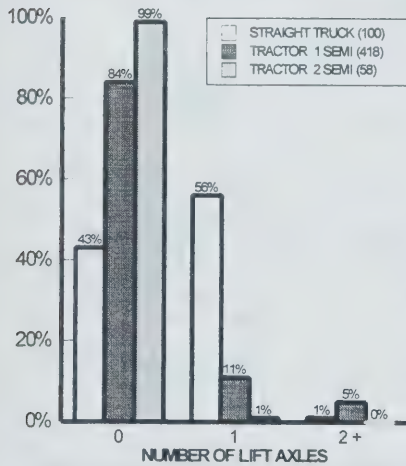
## MANUAL SLACK ADJUSTERS



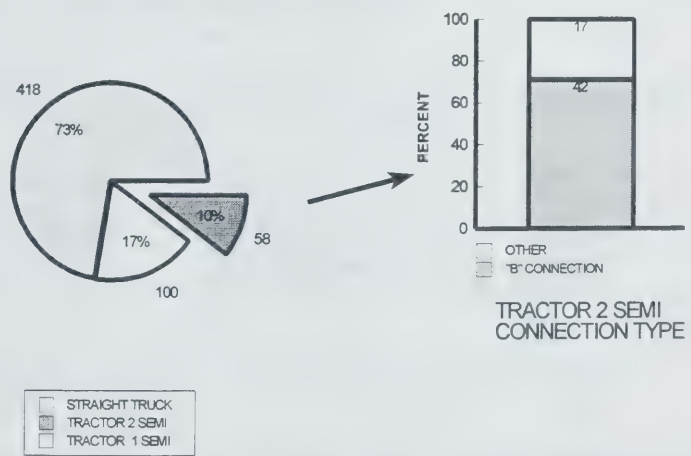
## NUMBER OF AXLES



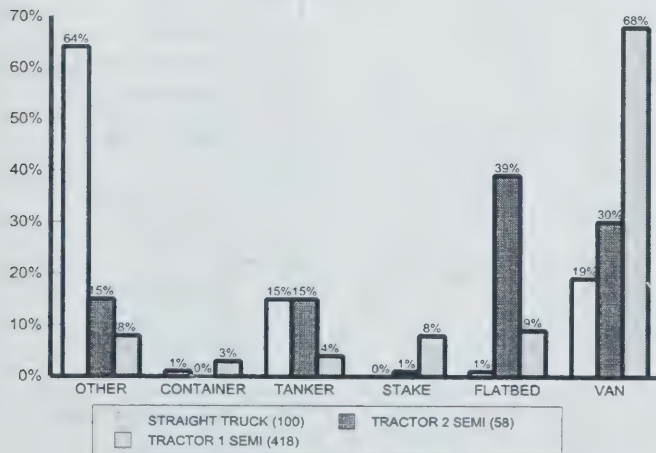
## LIFT AXLES



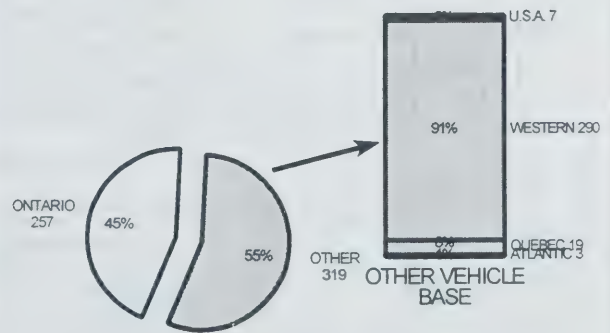
## VEHICLE CONFIGURATION



## BODY STYLE



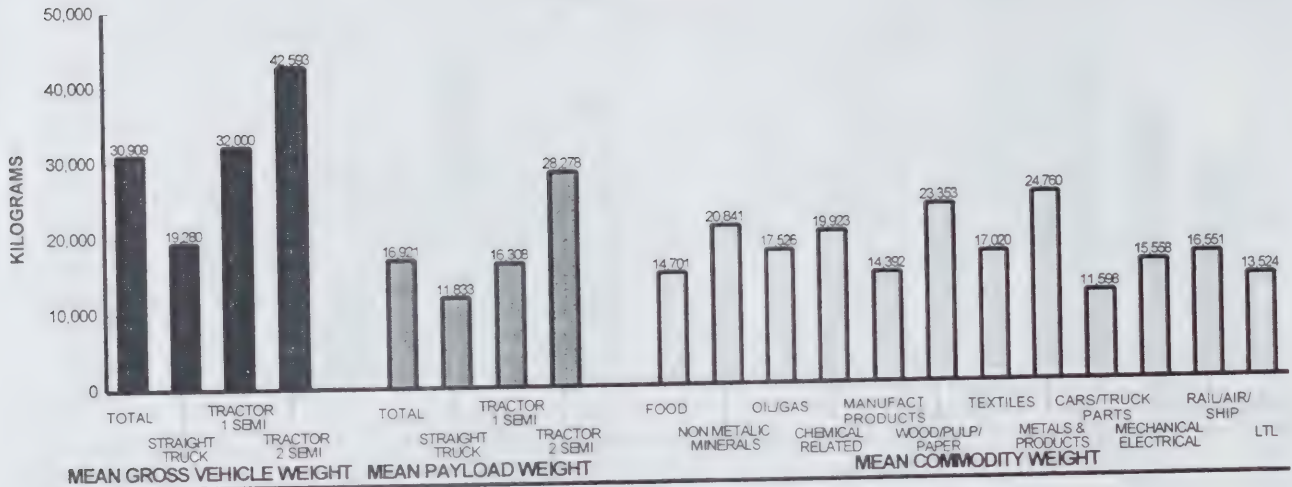
## VEHICLE BASE



# THUNDER BAY NORTH 610

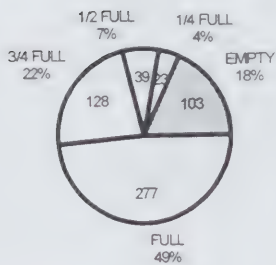
HWY. 102, STATION #: 157  
DIRECTION: WEST BOUND

## MEAN WEIGHTS

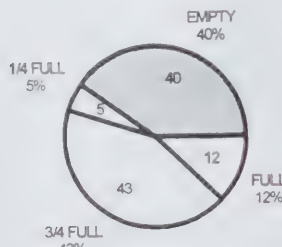


## LEVEL OF UTILIZATION BY VEHICLE CONFIGURATION

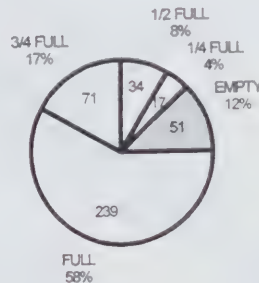
### ALL TRUCKS



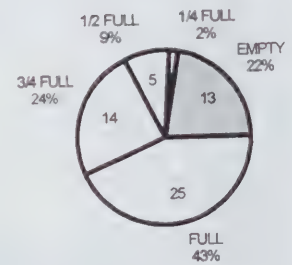
### STRAIGHT TRUCK



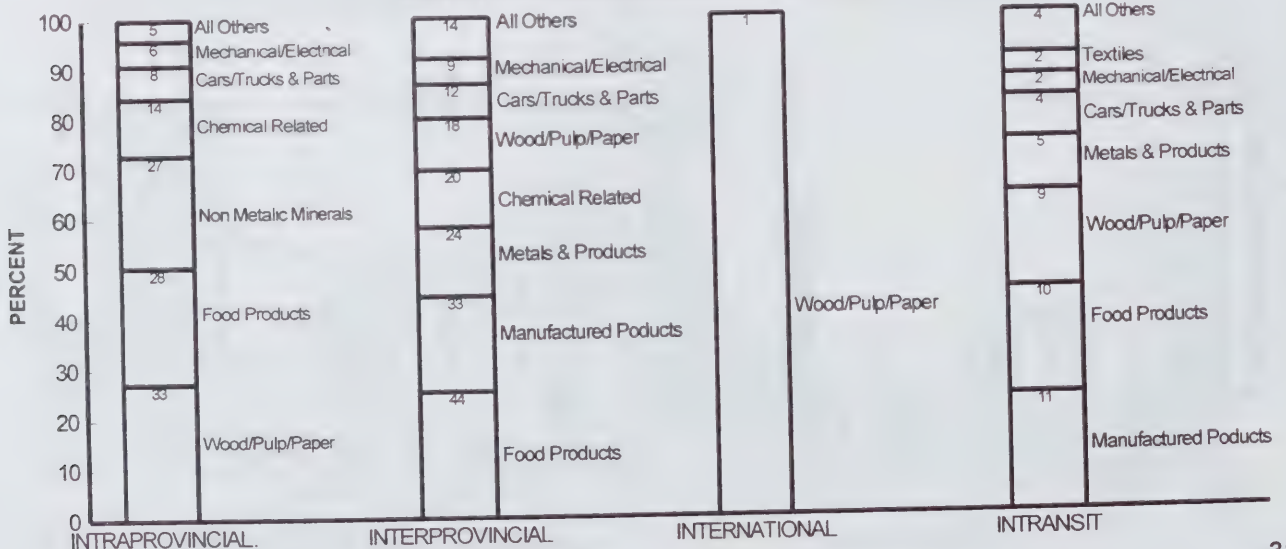
### TRACTOR 1 SEMI



### TRACTOR 2 SEMI



## COMMODITY COMPOSITION BY TRIP TYPE





## APPENDIX "A"

### STATISTICS CANADA - STANDARD INDUSTRIAL COMMODITY CLASSIFICATION AGGREGATION SYSTEM COMMODITY SECTOR AND COMMODITY DESCRIPTION

#### FOOD PRODUCTS

Live Animals  
Meat and edible meat offal  
Fish and crustaceans and other aquatic invertebrates  
Dairy produce; birds' eggs; natural honey; edible products of animal origin, not elsewhere specified or included  
Products of animal origin, not elsewhere specified or included  
Live trees and other plants; bulbs, roots and the like; cut flowers and ornamental foliage  
Edible vegetables and certain roots and tubers  
Edible fruit and nuts; peel of citrus fruit or melons  
Coffee, tea, maté and spices  
Cereals  
Products of the milling industry; malt; starches; inulin; wheat gluten  
Oil seeds and oleaginous fruits; miscellaneous grains, seeds and fruit; industrial or medicinal plants; straw and fodder  
Lac; gums, resins and other vegetable saps and extracts  
Vegetable plaiting materials; vegetable products not elsewhere specified or included  
Animal or vegetable fats and oils and their cleavage products; prepared edible fats; animal or vegetable waxes  
Preparations of meat, of fish or of crustaceans, molluscs or other aquatic invertebrates  
Sugars and sugar confectionery  
Cocoa and cocoa preparations  
Preparations of cereals, flour, starch or milk; pastrycooks' products  
Preparations of vegetables, fruit, nuts or other parts of plants  
Miscellaneous edible preparations  
Beverages, spirits and vinegar  
Residues and waste from the food industries; prepared animal fodder  
Tobacco and manufactured tobacco substitutes  
Albuminoidal substances; modified starches; glue; enzymes  
Raw hides and skins (other than furskins) and leather  
Other vegetable textile fibres; paper yarn and woven fabrics of paper yarn

#### NON METALIC MINERALS

Salt; sulphur; earths and stone; plastering materials, lime and cement  
Ores, slag and ash  
Articles of stone, plaster, cement, asbestos, mica or similar materials

#### OIL\GAS

Mineral fuels, mineral oils and products of their distillation; bituminous substances; mineral waxes

#### CHEMICAL RELATED

Inorganic chemicals; organic or inorganic compounds of precious metals, of rare-earth metals, of radioactive elements or of isotopes  
Organic chemicals  
Fertilisers  
Tanning or dyeing extracts; tannins and their derivatives; dyes, pigments and other colouring matter; paints and varnishes; putty and other mastics; inks  
Explosives; pyrotechnic products; matches; pyrophoric alloys; certain combustible preparations  
Miscellaneous chemical products

#### MANUFACTURED PRODUCTS

Pharmaceutical products  
Essential oils and resinoids; perfumery, cosmetic or toilet preparations  
Soap, organic surface-active agents, washing preparations, lubricating preparations, artificial waxes, prepared waxes, polishing or scouring preparations, candles and similar articles, modelling pastes, "dental waxes" and dental preparations with a basis of plaster  
Photographic or cinematographic goods  
Plastics and articles thereof  
Rubber and articles thereof  
Articles of leather; saddlery and harness; travel goods, handbags and similar containers; articles of animal gut (other than silk-worm gut)  
Furskins and artificial fur; manufactures thereof  
Optical, photographic, cinematographic, measuring, checking, precision, medical or surgical instruments and apparatus; parts and accessories thereof  
Clocks and watches and parts thereof  
Musical instruments; parts and accessories of such articles  
Arms and ammunition; parts and accessories thereof  
Furniture; bedding, mattresses, mattress supports, cushions and similar stuffed furnishings; lamps and lighting fixtures, not elsewhere specified or included; illuminated



signs, illuminated nameplates and the like; prefabricated buildings  
Toys, games and sports requisites; parts and accessories thereof  
Miscellaneous manufactured articles  
Works of art, collectors' pieces and antiques  
(Reserved for special uses of Contracting Parties)  
(Reserved for special uses by Contracting Parties)  
Tools, implements, cutlery, spoons and forks, of base metal; parts thereof of base metal  
Articles of apparel and clothing accessories, knitted or crocheted  
Articles of apparel and clothing accessories, not knitted or crocheted  
Other made up textile articles; sets; worn clothing and worn textile articles; rags  
Footwear, gaiters and the like; parts of such articles  
Headgear and parts thereof  
Umbrellas, sun umbrellas, walking-sticks, seat-sticks, whips, riding-crops and parts thereof  
Prepared feathers and down and articles made of feathers or of down; artificial flowers; articles of human hair  
Ceramic products  
Glass and glassware  
Natural or cultured pearls, precious or semi-precious stones, precious metals, metals clad with precious metal and articles thereof; imitation jewellery; coin

#### WOOD\ PULP\ PAPER

Wood and articles of wood; wood charcoal  
Cork and articles of cork  
Pulp of wood or of other fibrous cellulosic material; waste and scrap of paper or paperboard  
Paper and paperboard; articles of paper pulp, of paper or of paperboard  
Printed books, newspapers, pictures and other products of the printing industry; manuscripts, typescripts and plans

#### TEXTILES

Manufactures of straw, of esparto or of other plaiting materials; basketware and wickerwork  
Silk  
Wool, fine or coarse animal hair; horsehair yarn and woven fabric  
Cotton  
Man-made filaments  
Man-made staple fibres  
Wadding, felt and nonwovens; special yarns; twine, cordage, ropes and cables and articles thereof  
Carpets and other textile floor coverings  
Special woven fabrics; tufted textile fabrics; lace; tapestries; trimmings; embroidery  
Impregnated, coated, covered or laminated textile fabrics; textile articles of a kind suitable for industrial use  
Knitted or crocheted fabrics

#### METALS & PRODUCTS

Iron and steel  
Articles of iron or steel  
Copper and articles thereof  
Nickel and articles thereof  
Aluminum and articles thereof  
(Reserved for possible future use in the Harmonized System)  
Lead and articles thereof  
Zinc and articles thereof  
Tin and articles thereof  
Other base metals; cermets; articles thereof  
Miscellaneous articles of base metal

#### CARS/TRUCKS & PARTS

Vehicles other than railway or tramway rolling-stock, and parts and accessories thereof

#### MECHANICAL/ELECTRICAL

Nuclear reactors, boilers, machinery and mechanical appliances; parts thereof  
Electrical machinery and equipment and parts thereof; sound recorders and reproducers, television image and sound recorders and reproducers, and parts and accessories of such articles

#### RAIL/AIR/SHIP & PARTS

Railway or tramway locomotives, rolling-stock and parts thereof; railway or tramway track fixtures and fittings and parts thereof; mechanical (including electro-mechanical) traffic signalling equipment of all kinds  
Aircraft, spacecraft, and parts thereof  
Ships, boats and floating structures

#### LESS THAN TRUCK LOAD

Mixed load, parcels, courier packages





